



The development of the 2005 Fairview Comprehensive Plan came about because citizens who live, work, and invest in Fairview care about the community and want to keep it special. To protect and maintain the town's values requires personal sacrifice, a commitment of resources, and a willingness to work together. The Town of Fairview wishes to recognize and thank those people, groups, and organizations that gave time and took part in the comprehensive planning process and contributed to the plan's success.

In Memory

Karl Miller, Parks and Recreation Boardmember

CITIZENS OF FAIRVIEW

Fairview Town Council

Mayor Sim Israeloff
Mayor Pro Tem Carolyn Sommers
Councilmember Jim Cunningham
Councilmember John Fraser
Councilmember Michael Pezzulli
Councilmember Dick Price

Planning and Zoning Commission

Bill Wells, Chairperson
Brayton Campbell, Jr., Commissioner
Paul M. Hendricks, III, Commissioner
Ron Kasian, Commissioner
Bernie Mayoux, Commissioner
Renée C. Powell, Commissioner
Keith Steiner, Commissioner
Wedge Greene, (past Chairperson)
Ken Bruce, (past Commissioner)
Pat Cunningham, (past Commissioner)
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Parks and Recreation Board

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Richard Anthony, Boardmember
Brian Kasper, Boardmember
Karl Miller, Boardmember
Keith Steiner, Boardmember
Mel Tolle, Boardmember
Paul Westbrook, Boardmember

Fairview Economic Development Corporation

James F. Smith, President
Charles D. Williams, Vice President
Gene Byrne, Secretary
Michael Mints
C. Diana Morris

Town of Fairview Community Development Corporation

James F. Smith, President
Charles D. Williams, Vice President
Gene Byrne, Secretary
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Mayor Sim Israeloff
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Historical Commission

Mayor Sim Israeloff
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TABLE OF CONTENTS



SECTION 1: COMPREHENSIVE PLAN	1
INTRODUCTION.....	2
GOALS AND OBJECTIVES.....	8
FUTURE LAND USE PLAN.....	19
TRANSPORTATION PLAN.....	32
PARKS AND RECREATION PLAN.....	43
SECTION 2: APPENDIX	72
PUBLIC INVOLVEMENT.....	73
HISTORY.....	79
EXISTING CONDITIONS.....	86
ALTERNATIVE SCENARIO DISCUSSIONS.....	106
TOWN DESIGN.....	112
IMPLEMENTATION.....	116
DEFINITIONS.....	123
ADDENDUM.....	128



SECTION 1: COMPREHENSIVE PLAN



This section of the 2005 Fairview Comprehensive Plan summarizes the basis for the comprehensive plan, the organization of the plan, its purpose, the community's responsibility for doing the plan as defined by the State of Texas, the planning process, and the planning area. The section also highlights local events and outside effects that have shaped this portion of North Texas over time and influenced an appreciation for the surrounding countryside.

Town of Fairview Comprehensive Plan



Preserving Fairview's rural small town country qualities is one of several values expressed by citizens.

The 2005 Fairview Comprehensive Plan is a document that provides a basis for the long-term planning of Fairview's growth and development and establishes a framework for other planning activities. The plan establishes a foundation for managing Fairview based on community values and ideals. Fairview's decision-makers turn to the comprehensive plan for guidance regarding the long-term physical growth and development of the town as it matures. The community's values and ideals captured in the com-

prehensive plan provide the basis for structuring other planning activities.

Based on the community's values and desires, the Fairview plan allows the town to:

- Provide a rational basis for making decisions about community development,
- Provide a balance level of service for the town tied to its values and desires,
- Coordinate public and private investment,
- Minimize conflicts associated with residential and commercial uses,
- Preserve its rural small town country environmental qualities, and
- Ensure town values through effective intergovernmental relations.

The 2005 Fairview Comprehensive Plan is divided into thirteen sections. The sections are listed below:

Section 1 Comprehensive Plan

Introduction
Goals and Objectives
Future Land Use Plan
Transportation Plan
Parks and Recreation Plan

Section 2 Appendix

Public Involvement
History
Existing Conditions
Alternative Scenario Discussions
Town Design
Implementation
Definitions
Addendum



The purpose of the Fairview Comprehensive Plan is to serve the residents of Fairview, its elected and appointed officials, investors, and town staff on a daily basis. The plan is a multi-purpose document. Fairview's comprehensive plan is a statement of community values and ideals leading to a singular vision that can be viewed by everyone in the community. The plan provides guidance to the town's decision makers as well as those with a financial and personal stake in the community. These decision makers include the town council, appointed officials, and town staff, while the people with a financial and personal interest in the community include residents, property and business owners, and investors. The comprehensive plan functions as an educational resource that sets the course for future decisions and actions. People can make informed choices about where to establish their home in the community and understand the consequences of possible future land uses either for their land or near their property. Finally, the plan serves as a tool for managing Fairview's growth and development.

Texas Municipalities

Fairview is a Type A municipality. That means that the town is empowered to do only those things that state law specifically permits it to do, including planning, zoning, police activities, etc. By contrast, a home rule municipality in Texas has the power to generally do anything that is not prohibited by state or federal law. That means a great deal more local autonomy. In order to become a home rule town or city, a Texas municipality must have a population of at least 5,000

and have an election approving a home rule charter. Such a charter states how the local government will function. Most home rule municipalities in Texas have council-manager governments, meaning the council sets policies and approves all laws, but that a professionally trained manager supervises staff and oversees day-to-day operations, thereby taking politics out of municipal operations. It is anticipated that Fairview will reach a population of 5,000 in the second half of 2005. A positive charter election could change the form of government shortly thereafter.

Planning Process

Work on the Town of Fairview Comprehensive Plan got underway on March 15, 2004, through a kick-off meeting with Town staff. This meeting started the fifteen month planning process that would lead to its completion with the adoption of the 2005 Town of Fairview Comprehensive Plan report by the Fairview Town Council on June 7, 2005.

The comprehensive planning process is made up of a series of coordinated tasks, with most tasks building upon the work done in a previous task. Initial work included data collecting, stakeholder interviews, and defining the community's draft vision statement, and goals and objectives. The consensus reached on a draft vision statement and a set of draft goals and objectives set in place the foundation for developing the comprehensive plan. With the draft vision statement and the goals and objectives established, work moved forward on developing and receiving feedback on a set of alterna-

tive scenario discussions that ultimately led to an agreed upon draft plan. Once the draft plan was reached, the various elements of the plan were determined. The final stages of the plan process focused on documenting the implementation of the plan through town policy, and the eventual approval of the Fairview Comprehensive Plan document by Fairview's Planning and Zoning Commission and the adoption by the Fairview Town Council.

The structure of the Town of Fairview Comprehensive Plan process was divided into nine tasks with each task building upon the progress made in the previous task. The nine tasks included the following:

- Task 1 Public Participation and Consensus Building
- Task 2 Population and Demographics
- Task 3 Existing Conditions Analysis
- Task 4 Alternative Scenario Discussions
- Task 5 Future Land Use Plan
- Task 6 Transportation Plan
- Task 7 Park and Recreation Plan
- Task 8 Implementation
- Task 9 Comprehensive Plan – Deliverables and Products

As noted above, the kick-off meeting with town staff initiated both the comprehensive plan project and the Public Participation and Consensus Building task. During this first task, maps of Fairview, including aerial, base, and a first-pass current land use, were developed. Stakeholder interviews were conducted with twenty-eight people representing residents of Fairview, town staff, Fairview business owners, and investors in



Planners at community meetings solicit citizen input to capture community values and enhance the comprehensive plan.

the community. Based on input received during the stakeholder interviews, a draft vision statement, draft goals and objectives, and issues map were developed. This work was followed by a town-wide public meeting to receive community feedback and address community concerns.

Work on the Population and Demographics task included preparing the final base map along with developing population projections and providing economic trends for the town. In the Existing Conditions Analysis task existing data for both natural systems and man-made features were mapped and analyzed for their impacts on growth and development in Fairview. The fourth task – the Alternative Scenario Discussions – included the completion of the existing land use map and conducting a two-day town-design workshop at Lovejoy Elementary School for the development of three alternative scenario discussions for Fairview. This was followed by the second community-wide public meeting to solicit feedback and record public comments to the three alternative

scenario discussions and other information displayed including the draft goals and existing land use map.

Completion of the Alternative Scenario Discussions task proceeded into the next task – the Draft Final Land Use Plan. In this fifth task, planners with HNTB met



Work developed from the two-day town-design workshop led to the three alternative scenario discussions presented at the second community-wide public meeting.

with town staff to discuss alternative scenarios and comments received at the second public meeting. The meeting with town staff provided direction toward the development of a single draft scenario that resulted in a draft future land use plan. HNTB planners coordinated with the landscape architects at Dunkin Sims Stoffels, Inc., the consultants hired by the town to develop Fairview's Parks and Recreation Master Plan. The draft future land use plan and parks and recreation plan were presented at the third public meeting to solicit citizen input and comment.

met with town staff to discuss the draft future land use plan, the comments received during the third public meeting, and the direction for Fairview's transportation plan. Based on the comments received from town staff, work proceeded on development of the transportation plan including issues of movement, location of roadways, circulation, and conceptual levels of service. While transportation modeling was not included as part of this project, the plan worked closely with the existing transportation plan, data, and information.



Planners and Town staff discussing the draft future land use plan and transportation plan.

In the Implementation task a schedule and text was developed regarding items that arose from the comprehensive plan process. Town staff took the lead in the development of the product for this task with review and comments provided by the planners and landscape architects. The Implementation schedule and text are included in the comprehensive plan report.

The final task was the Comprehensive Plan and the final production. This task was the outcome of the previous eight tasks that were detailed in a document in text and graphic form. The final task

included conducting four presentations and hearings toward the approval and adoption of the 2005 Fairview Comprehensive Plan. These presentations and hearings were the planning and zoning commission workshop, town council workshop, planning and zoning commission public hearing, and the town council public hearing. With the ultimate adoption of the comprehensive plan document by the Fairview Town Council, the 2005 Fairview Comprehensive Plan was finalized, printed, and incorporated into three-ring binders notebooks kept by Town of Fairview staff members.

Communications and Public Input

Throughout the plan process an effective method of communications was used in the town to make residents, business owners, and investors aware of the project, its status, and upcoming meetings. Besides informing these participants, several of the communication methods

encouraged those interested in how to get involved and participate during development of the plan. The methods used included the following:

- Stakeholder interviews with twenty-eight Fairview residents, business owners, and investors,
- Periodic updates from planners to the Fairview Planning and Zoning Commissioners regarding the plan's status,
- Three community-wide public meetings,
- Notices on the Town of Fairview website highlighting the comprehensive plan and plan meetings,
- Notices regarding the comprehensive plan and plan meetings in the residents Town Hall News,
- Signs posted at key intersections in Fairview informing passers-by about upcoming meetings, and
- Public hearings.

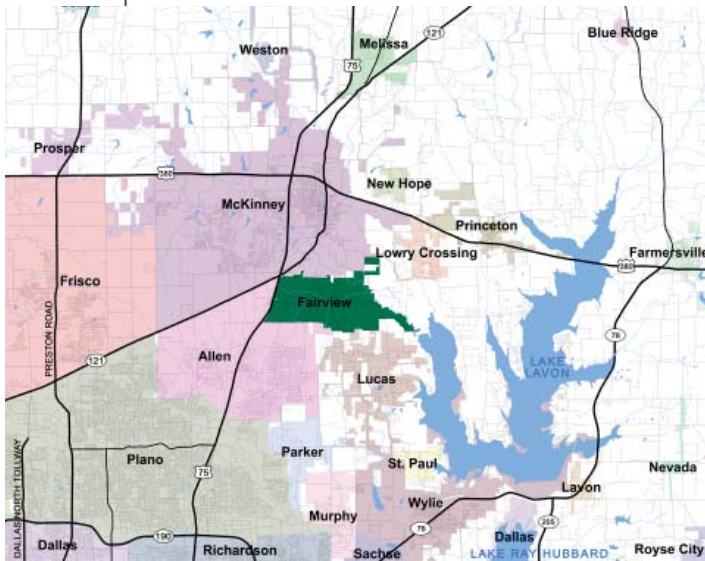
Planning Area

The Town of Fairview is located at the northeastern quadrant of the Dallas-Fort Worth metropolitan area in Collin County. Fairview is 26 miles from downtown Dallas, 30 miles from Dallas-Fort Worth International Airport, and less than four miles from the courthouse square in McKinney, the county seat for Collin County. The western boundary of the town is located along US Highway 75, a major north-south regional freeway on the Dallas side of the metropolitan area. Over the last fifty years the US Highway 75 corridor has experienced rapid growth both in Dallas and Collin Counties as the directional growth boundary from Dallas expands further northward.



Citizens discuss land use categories at the third community meeting.

Map of Fairview and Surrounding Area



Source: HNTB.

As a bedroom community, Fairview has shared in this strong growth; however, substantial residential and commercial development is planned for the Commercial Planned Development District (CPDD).

Communities adjacent to or adjoining the Town of Fairview include McKinney to the north, Lucas to the southeast, and Allen to the south and west. East of Fairview the land is unincorporated, mostly being the watershed floodplains of the East Fork and Wilson Creek and the land owned by the United State Army Corps of Engineers for Lake Lavon. The Town of Fairview encompasses 5,625 acres and Fairview's extra-territorial jurisdiction takes in 503 acres, for a total of 6,128 acres. Fairview is a moderate size community in Collin County, measuring 8.8 square miles. Fairview accounts for 1.0% of Collin County's 885.9 square mile land area.

Local Influences that Shaped Fairview

The land that comprises today's Collin County was originally part of the old Republic of Texas' Fannin County. The rich Blackland Prairie soil, the people, and the many events in history have helped to influence the character of Fairview. Residents of Fairview have been attracted to the community because of a common reverence and appreciation to the land and place. Whether it is the wind-blown grasses waving over the rolling landscape, the remnants of an old mill, the footsteps of a forgotten people, or the sight of a red school house next to a two-lane road, all continue to shape Fairview's identity.



The Goals and Objectives section establishes the intentions and purposes expressed by Fairview's citizens for maintaining and enhancing Fairview's growth and development. This section serves as the basis for the comprehensive plan and provides Fairview's town staff, elected and appointed officials, citizens, and investors guidance in implementing the plan through future town policies, studies, and ordinances.

The goals are qualitative statements that serve as the vision for the community. Many are broad in scope, each with varying times of commitment. At some point, some goals may even conflict with other goals requiring a weighing of community values through community meetings, public hearings, and a final resolution. The objectives are achievable activities and measurable means that relate to the implementation and progress for attaining the goal.

What are they and how are they to be used?

Fairview's goals and objectives are based on the community values. These community values are captured in the Town of Fairview Comprehensive Plan's Vision Statement listed on the following pages. These values were expressed by citizens through stakeholder interviews, community meetings, public hearings, letters and emails, and general discussions with planners, town staff, and town officials. The initial draft vision statement and goals were presented to the planning and zoning commission reviewing the comprehensive plan process in May 2004. Commissioners directed planners

with HNTB and town staff regarding what was appropriate, what needed modifications, and what needed to be revisited or abandoned. A revised set of draft goals was reconsidered by commissioners and utilized in the development of the alternative scenarios that eventually lead to the draft plan for land use, transportation, and parks and recreation.

There are twenty-four goals in all, most with multiple objectives identified to help make the goals achievable. The comprehensive plan's different elements include land use, transportation, and parks and recreation. These elements are developed as means to achieve the town goals and objectives. The goals and objectives fall into six different categories including Built Qualities, Environmental Stewardship, Economic Development, Parks and Recreation, Town Government, and Transportation. The twenty-four goals and six categories are listed below:

Built Qualities

1. Preserve Fairview's rural town and country qualities.
2. Maintain attractive and safe residential neighborhoods.
3. Maintain and enhance the town's distinct visual image and identity.
4. Encourage and promote equestrian center activities as part of the town heritage.

Environmental Stewardship

5. Provide for the preservation of Fairview's environmental resources.
6. Promote a network of open space as the town works with property owners rights.



7. Promote the creation of an 'Environmental Overlay' in the town.

Economic Development

8. Support and encourage the development of the Fairview Commercial Planned Development District (CPDD) in accordance with approved plans and development standards for this designated area.

9. Support and encourage the development of commercial property in accordance with the Future Land Use Plan, planning concepts, and development standards for defined areas.

10. Consider the development of other areas of town outside the CPDD that may be suitable for low impact commercial tax revenue generating projects limited to professional offices or retail villages built to generally residential appearance standards in selected areas, while preserving and enhancing residential areas.

Parks and Recreation

11. Provide a system of outstanding parks and open space areas which are responsive to the leisure needs of a growing community and sensitive to the conservation of our natural resources.

12. Offer a variety of facilities, programs and park areas to meet the recreational needs of a diverse population with various levels of ability and skill.

13. Provide an equitable geographic distribution of parks and recreational facilities.

14. Encourage cooperation with school districts, Collin County, adjacent municipalities and other agencies, as well as community organizations, to provide cost-effective services and optimize

benefits to citizens.

Town Government

15. Develop high quality utility infrastructure systems that promote an efficient operation and ensure adequate service needs.

16. Ensure that the town government will provide a high level of services, administration, and communication through efficient operation.

17. Promote a high quality of public safety.

18. Promote effective intergovernmental relations without compromising the town's values.

19. Encourage active participation and open discussion to engage community input from all of Fairview residents, employers, and investors.

20. Annex and zone all appropriate land.

21. Ensure town government is fiscally sound and professionally managed.

Transportation

22. Provide a Master Thoroughfare Plan that meets adequate traffic flow, safety, and provides for aesthetically pleasing "country" roadways.

23. Promote a Master Thoroughfare Plan with the larger volumes of traffic consigned to the periphery of the town.

24. Promote a Master Thoroughfare Plan that provides mobility with a focus on access and not heavy cross-town movements.

Town of Fairview Comprehensive Plan's Vision Statement



“Keeping it Country” is the theme in Fairview. The Town of Fairview provides a lifestyle choice treasured by its citizens. The Fairview way of life places a tremendous value on maintaining its country atmosphere, preserving its natural assets, and welcoming commercial investment that fits with the community’s values. A close and supportive relationship with nature translates into a collection of shared community values that is at the heart of the town’s identity. The Fairview Comprehensive Plan encodes these community values with a plan that will guide the town’s growth, development, and sustainability, and ensure a continuation of its country heritage. The statements below set forth these values that will define the goals guiding Fairview’s growth and character:

Community Values:

- A. A sustainable town that provides a strong sense of community.
- B. A community balanced in its appreciation of the north Texas ecosystem, in maintaining its spacious residential way of life, and in supporting its planned commercial districts.
- C. Rural small town country qualities.
- D. Community that reveres its surrounding landscape, skies, water features, wetlands, and wildlife.
- E. Safe, clean, and well maintained residential neighborhoods.
- F. Blending of the community’s residential neighborhoods with the surrounding expansive landscape.
- G. Safe network of roadways throughout Fairview while placing an equal emphasis on retaining the rural qualities inherent in the town’s roadway

character.

- H. High quality public institutions and infrastructure.
- I. Attractive and engaging pedestrian-friendly mixed-use civic center.
- J. High quality public parks and trails for pedestrian connections.

Town of Fairview Comprehensive Plan’s Goals and Objectives

Built Qualities

Goal 1 Preserve Fairview’s rural town and country qualities.

Objective 1a Identify areas within the town that reflect the rural aspects important to the community.

Objective 1b Establish design guidelines that protect and embrace the rural aspects that define the community’s natural resources and its built structures.

Objective 1c Protect the historic resources and the community’s country character by determining the appropriate zoning and land development guidelines.

Objective 1d Establish financial incentives that encourage the restoration of historic structures in the community and the preservation of existing family farms, ranches, and equestrian facilities (similar to Objective 4e).

Objective 1e Preserve Fairview’s rural character, open areas, water resources, and riparian environments through future land use and development patterns.

Objective 1f Provide zoning that allows and promotes for open space conservation developments.



Goal 2 Maintain attractive and safe residential neighborhoods.

Objective 2a Develop subdivision design requirements that incorporate the town's rural qualities.

Objective 2b Develop conservation design guidelines for riparian corridors and pasture lands within new residential developments.

Objective 2c Study the effectiveness of town supported programs and fees that would offset the tax burden for land either conserved as natural areas, agricultural production, or equestrian activities.

Objective 2d Encourage development that promotes open space through site design.

Objective 2e Define and protect scenic vistas within proposed developments.

Objective 2f Restrict the use of on-site storage units, outdoor appliances, and storage of vehicles on property.

Objective 2g Support the underground placement of electric, telecommunication, cable, and other utilities distribution lines.

Objective 2h Support the connectivity of residential subdivisions to other subdivisions and Fairview's Town Center through equestrian trail, bicycle trails, and foot paths.

Objective 2i Develop residential site plans that avoid tract lot configurations while encouraging 'neighbor-to-neighbor front door views' to enhance neighborhood cohesiveness and security.

Objective 2j Develop a landscape ordinance that encourages both the town's rural character and promotes neighborhood security.

Objective 2k Reserve an adequate sup-

ply of open space lands, outside the required roadway right-of-way and other public/private easements.

Objective 2l Provide buffering to separate residential areas from incompatible uses.

Goal 3 Maintain and enhance the town's distinct visual image and identity.

Objective 3a Identify and inventory local assets that represent Fairview's "Keeping It Country" heritage to serve as a base for developing community design guidelines.

Objective 3b Develop standards for landscaping and building design to enhance the appearance of public facilities, public institutions, roadways, rights-of-way, bridges, parks, and gateways that complement the local rural open space landscape.

Objective 3c Encourage property owners to incorporate landscaping that complements the local rural open space landscape.

Objective 3d Identify and protect visual corridors and vistas that are important to maintaining the town's character.

Objective 3e Develop fixed signage standards used for identifying town facilities, grounds, streets, and town boundaries.

Objective 3f Establish periodic reviews for updating current regulatory standards related to site design for developments within the town.

Objective 3g Create design standards for concealing the placement and development of utilities and infrastructure that will enhance the town's rural heritage and Dark Skies policy.



Goal 4 Encourage and promote equestrian center activities as part of the town heritage.

Objective 4a Inventory and map all equestrian facilities, trails, and equestrian lifestyles within the community that should be preserved and promoted.

Objective 4b Identify what land uses are compatible to preserve and promote equestrian facilities and activities.

Objective 4c Establish financial incentives to encourage the restoration of historic equestrian structures in the community and the preservation of existing family farms, ranches, and equestrian facilities (similar to Objective 1d).

Environmental Stewardship

Goal 5 Provide for the preservation of Fairview’s environmental resources.

Objective 5a Identify, protect, and establish guidelines for lands critical to sustaining surface and groundwater quality.

Objective 5b Identify and protect scenic vistas.

Objective 5c Develop design guidelines that provide for the migratory movement of wildlife within the community.

Objective 5d Promote awareness of the town’s environmental resources through workshops, presentations, and community outreach programs through partnerships with the Allen Independent School District (ISD), the Lovejoy ISD, the McKinney ISD, and the Heard Museum.

Goal 6 Promote a network of open

space as the town works with property owners rights.

Objective 6a Identify and inventory local opportunities to develop a continuous network of natural and rural open spaces based on publicly owned open space, wetland areas, steep and unstable slopes, animal migration corridors, and grazing lands.

Objective 6b Work with private property owners to preserve open space along stream bank corridors and pasture lands to provide visual and physical linkages and maintain the natural integrity of the local drainage system.

Objective 6c Develop a town supported incentive program that supports and rewards open space linkages between subdivisions and established public open spaces.

Objective 6d Incorporate into the town’s transportation plan broad buffers as open space along thoroughfares to insure an open space visual corridor that can be used either for equestrian trails, bicycle trails, or foot paths.

Objective 6e Working with local support groups and non-profits, the town should promote a series of public walking events and/or equestrian riding happenings throughout the year.

Goal 7 Promote the creation of an ‘Environmental Overlay’ in the town.

Objective 7a Identify and map what types, characteristics, and qualities of natural areas that the town wants to protect and/or conserve.

Objective 7b Identify other local municipalities, state, or federal regulations re-



lated to natural resources either in Fairview or adjoining Fairview’s town limits.

Objective 7c Inventory and map all natural resources within the community that should be protected and/or conserved from development impacts.

Objective 7d Determine the different levels for significant environmental natural areas, such as a protection zone and/or a conservation zone.

Objective 7e Identify what land uses are compatible with a protection zone and a conservation zone.

Objective 7f Determine if significant environmental natural areas are sufficiently protected by provisions in local storm water management, floodplain, shoreline (as applicable), and/or tree ordinances.

Objective 7g Guide development toward those areas that do not fall within the overlay district.

Objective 7h Develop performance standards that would apply to any development within a protection zone and/or conservation zone.

Objective 7i Develop a management plan establishing the process and responsible parties to keep the natural resource protection zone lands healthy.

Economic Development

Goal 8 Support and encourage the development of the Fairview Commercial Planned Development District (CPDD) in accordance with approved plans and development standards for this designated area.

Objective 8a Implement the Town of Fairview Economic Development Strategic Plan by taking specified actions in support of the Plan’s approved Econom-

ic Development to:

- Retain existing desired local businesses within the town.
- Increase the town’s non-residential tax base.
- Increase the town’s name recognition in the Dallas-Ft.Worth metropolitan area (and beyond) to help support the commercial growth of the community.
- Create and improve within the town’s designated commercial area an infrastructure system needed to attract and sustain desired commercial development.
- Attract new businesses to locate within the town that complement the community’s existing image and quality lifestyle.
- Provide dining, shopping and entertainment opportunities within the town for residents, workers and visitors.
- Create a new and unique Town Center.
- Provide a variety of quality housing opportunities within the CPDD.

Objective 8b Recognize and add emphasis to the role the town’s excellent residential housing (both existing and future) plays in the overall economic development of the community.

Objective 8c Increase coordination between the town’s boards, commissions, and council to promote consistent release of relevant development information and seamless processing of applications for development in the CPDD.

Objective 8d Increase communication and enhance efforts of coordination by both town staff and elected/appointed officials with neighboring cities, county, regional and state officials to promote actions which would foster economic de-



velopment within the Fairview geographical area.

Goal 9 Support and encourage the development of commercial property in accordance with the Future Land Use Plan map, planning concepts, and development standards for defined areas.

Objective 9a Encourage the creation of a specific plan to foster the development of the town owned property which is similar to or an addendum to the approved Economic Development Strategic Plan.

Objective 9b Increase coordination between the town's boards, commissions, and council to promote consistent release of relevant development information and seamless processing of applications for development in the commercially available area of town owned properties.

Goal 10 Consider the development of other areas of town outside the CPDD that may be suitable for low impact commercial tax revenue generating projects limited to professional offices or retail villages built to generally residential appearance standards in selected areas while preserving and enhancing residential areas.

Parks and Recreation

Goal 11 Provide a system of outstanding parks and open space areas which are responsive to the leisure needs of a growing community and sensitive to the conservation of our natural resources.

Objective 11a Increase quality recreational opportunities for Fairview citizens.

Objective 11b Seek the donation of land for parks, trails, open space, greenways and floodplains.

Objective 11c Administer development and construction guidelines which result in minimal destruction of native and wildlife habitat and creek corridors.

Objective 11d Provide for strategic green belt linkages and reclamation of historic areas if/as applicable.

Goal 12 Offer a variety of facilities, programs and park areas to meet the recreational needs of a diverse population with various levels of ability and skill.

Objective 12a Recognize the special needs of youth, teens, adults, the elderly and handicapped when designating and providing recreational facilities.

Objective 12b Provide for as many locally determined priority needs as possible.

Objective 12c Maximize the use of development funds for basic park and recreation opportunities.



Goal 13 Provide an equitable geographic distribution of parks and recreational facilities.

Objective 13 Acquire necessary parkland and open space at the time of development review in accordance with the classification of parks identified by the Parks, Recreation, and Open Space Master Plan.

Goal 14 Encourage cooperation with school districts, Collin County, adjacent municipalities and other agencies, as well as community organizations, to provide cost-effective services and optimize benefits to citizens.

Objective 14a Promote the development of school/park sites with the Lovejoy and McKinney Independent School Districts.

Objective 14b Seek joint financing of parks and open space within Collin County and the Town of Fairview.

Objective 14c Maximize community support and private contribution.

Objective 14d Cooperate with developers on providing public or semi-public recreational facilities.

Objective 14e Coordinate with the U.S. Army Corps of Engineers regarding Lake Lavon.

Objective 14f Work with the cities of Allen, McKinney and Lucas on joint recreation projects.

infrastructure systems that promote an efficient operation and ensures adequate service needs.

Objective 15a Evaluate the town's utility infrastructure facilities to determine cost-effective strategies for maintenance, renovation, accessibility, and maintaining or exceeding acceptable levels of service.

Objective 15b Ensure an adequate water supply.

Objective 15c Ensure and monitor the cost-effective delivery of water.

Objective 15d Meet all local, state, and federal water quality standards.

Objective 15e Ensure the integrity of the town's sanitary sewer system.

Objective 15f Identify current and future drainage problems and seek alternatives to resolve drainage problems that incorporates the town's rural character.

Objective 15g Minimize the amount of impervious surface.

Objective 15h Meet all local, state, and federal storm water discharge standards.

Objective 15i Develop alternative design methods for town infrastructure that maintains the town's rural character, such as incorporating road-side swales/ditches and other biofiltration storm water quality/quantity control facilities.

Objective 15j Minimize increased storm-water runoff in high density residential and commercial areas.

Objective 15k Prohibit development in the town's floodplains to reserve natural areas for releasing flood waters.

Town Government

Goal 16 Ensure that the town government will provide a high level of services, administration, and communication

Goal 15 Develop high quality utility in-



through efficient operation.

Objective 16a Encourage opportunities for citizen participation in decision-making.

Objective 16b Promote fiscal soundness and viability of town government operations.

Objective 16c Maintain or upgrade the town's bond rating.

Objective 16d Study options for alternative revenue sources for town.

Objective 16e Study all town services for operational efficiencies and responsiveness to improve service levels.

Objective 16f Periodically review all town boards and commissions to identify possible changes to improve performance, monitor accountability, eliminate overlaps, and define responsibilities.

Objective 16g Identify activities in town government where citizen and organization volunteers could supplement town services and town employees.

Objective 16h Identify private funding sources to help realize town goals.

Objective 16i Update and create town ordinances that support the recommendations of the Comprehensive Plan.

Objective 16j Develop a capital improvement program for community facilities based on growth and maintaining levels of service.

Goal 17 Promote a high quality of Public Safety.

Objective 17a Provide a level of service for fire, emergency medical service, and police protection that aligns with the town's development pattern and fiscal responsibility.

Objective 17b Foster an increased com-

munity awareness and understanding of public safety through education and public information.

Objective 17c Ensure periodic training and testing for the town's police, fire, and emergency medical service personnel.

Objective 17d Ensure continued coordination between the town manager and the town's engineer, police chief, fire chief, and planning director regarding emergency response requirements and future development plans.

Goal 18 Promote effective intergovernmental relations without compromising the town's values.

Objective 18a Coordinate additional joint activities and partnerships concerning matters such as land use planning, transportation plans, annexations and boundary resolutions, open space, trail management, water resources, and other timely issues with Collin County, Texas Department of Transportation, U.S. Army Corps of Engineers, Dallas Area Rapid Transit, Allen Independent School District, Lovejoy Independent School District, McKinney Independent School District, City of Allen, City of McKinney, City of Lucas, and other entities as issues arise.

Objective 18b Establish periodic meetings with town boards during the town's fiscal year.

Objective 18c Establish periodic meetings with other governmental agencies, as appropriate, during the town's fiscal year.

Objective 18d Fairview should coordinate its efforts with the appropriate public agencies and private conservation or-



ganizations in the sharing and facilitation of technical and financial information to avoid duplication in the promotion of preservation efforts.

Objective 18e Explore areas for shared services with neighboring municipalities, local school districts, and Collin County government.

Goal 19 Encourage active participation and open discussion to engage community input from all of Fairview citizens.

Objective 19a Enhance opportunities for Fairview residents to be active participants through all stages of town planning to ensure all concerns are considered.

Objective 19b Identify and target citizens, employers, and investors affected by town planning.

Objective 19c Publicize various ways that citizens, employers, and investors can become involved in the town's future.

Objective 19d Ensure accessibility, accountability, accuracy, consistency, fairness, honesty, and responsiveness from the town in all communications with the public.

Goal 20 Annex and zone all appropriate land.

Objective 20a Identify land areas where annexation could occur.

Objective 20b Research and clarify areas of extra-territorial jurisdiction (ETJ) boundaries with neighboring communi-

ties.

Objective 20c Work with adjoining municipalities to ensure cooperation with regard to annexation by the town and in providing services.

Objective 20d Evaluate the cost and benefits the town would realize in providing services to annexed areas.

Objective 20e Prioritize areas identified for future annexation.

Goal 21 Ensure town government to be fiscally sound and professionally managed.

Objective 21a Balanced tax base.

Objective 21b Manageable debt service.

Objective 21c Fiscal accountability.

Objective 21d Periodic communication to community regarding town's financial status.

Objective 21e Internal checks for providing cost effective delivery of town services.

Objective 21f Develop a focused commercial tax base.

Objective 21g Financial policies that encourage high financial reserves.

Objective 21h Establish levels of qualifications for town employment positions.

Transportation

Goal 22 Provide a Thoroughfare Plan that meets adequate traffic flow, safety, and provides for aesthetically pleasing "country" roadways.

Objective 22a Identify and protect scenic country roads and corridors in Fair-



view.

Objective 22b Provide safe and adequate pedestrian and bike paths that link the community together.

Objective 22c Maintain a high quality local roadway system.

Objective 22d Provide a convenient, safe, attractive, and interconnected trail network throughout the town.

Objective 22e Provide a transportation and open space environment that links residential areas and commercial areas and promotes rural non-motorized transportation choices, such as walking, bicycling, and horseback riding.

Objective 22f Working with state transportation officials, develop transportation safety programs to educate the general public on issues to help minimize conflicts between motorized and non-motorized modes of travel.

Objective 22g Eliminate barriers that discourage non-motorized movement.

Objective 22h Develop street design standards that meet national and state levels of service, but maintains Fairview's "Keeping It Country" rural image.

Goal 23 Promote a Master Thoroughfare Plan with the larger volumes of traffic consigned to the periphery of the town.

Objective 23a Identify streets and roadways in the town where truck and commercial bus traffic would be prohibited while maintaining or improving roadway safety where needed.

Objective 23b Work with state, regional, and county transportation planners and transportation engineers to develop ma-

ior highway and thoroughfare plans that avoid crossing through Fairview and funnels traffic outside the town's periphery.

Goal 24 Promote a Master Thoroughfare Plan that provides mobility with a focus on access and discourages cross-town movements.

Objective 24a Encourage connector roads or a continuous combination of streets that link interior residential streets to the town's major thoroughfares while discouraging the inappropriate use of residential streets for cut-through traffic.

Objective 24b Improve thoroughfares entering and leaving Fairview to provide state, federal, and North Central Texas Council of Governments recommended levels of service for Fairview's residents while discouraging cross-town choices through Fairview for non-residents.

Land uses represent the fabric of our communities. Whether viewed from the air or passing through at street level they appear as noticeable patterns of the built environment within the natural environment. These land use patterns can either become distinct divisions in the land patterns or blend from one land use type into another.

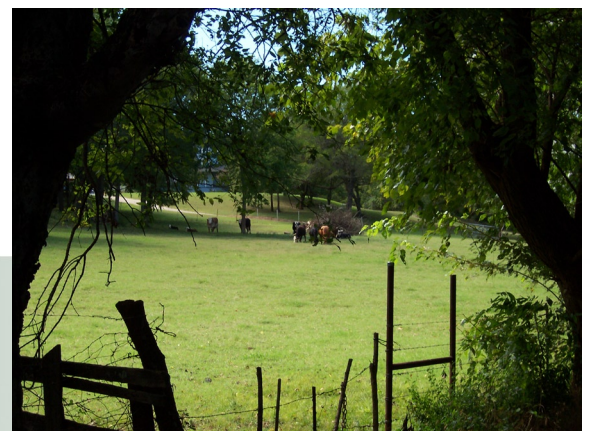
Land uses can be grouped in residential types as seen in a row of single family housing along a neighborhood street, a multi-family community near a commercial district, or a pedestrian-friendly mixed use village with a dominant residential character. Commercial land uses be can a retail corridor, a central business district, or a planned commercial village. Land uses can also be identifiable as serving the public, whether it is as an institutional facility, a utility, or park and open space.

Community values are reflected through land uses. This can be seen in both the existing land uses and what is desired through a community's future land use plan. Citizens, elected and appointed community officials, and investors make decisions impacting land use on a daily basis. Likewise, land uses can impact all of us on a daily basis. The development patterns of a community tend to be the result of land use decisions made by people. These land use decisions can have far reaching effects. Land use decisions can impact a community's levels of service ranging from water and wastewater distribution to the site selection for park facilities. Decisions affecting land use can have long-term positive or negative impacts to the fiscal health

of a community, which can be felt in the pocketbook.

The Impact of Land Use

The land use element serves as a guide for decision making, as a foundation for zoning and subdivision regulations, as a measure for annexation, and basis for the town's Capital Improvements Program (CIP). The land use element serves as a starting point for making land use decisions in the Town of Fairview. Along with the rest of the comprehensive plan, the town council, planning and zoning commission, town staff, citizens, and investors will focus attention on this section of the plan when making decisions concerning land use. The land use element will be a primary consideration in the development of other town plans, including water and wastewater, parks and recreation, and thoroughfares.



Existing agricultural land in eastern Fairview.

The land use element includes both the existing town limits and the town's extra-territorial jurisdiction, also known as the ETJ. The land use element contains text, visual images, maps, and tables. The



text portion of the land use element focuses on existing development patterns, future development patterns, future land use plan, and categories of future land uses. The text related to the categories of future land uses provides visual images in association with the text descriptions. Maps include the Existing Land Use map and the Future Land Use Plan map. Toward the end of the land use element section, two tables are provided as a comparison of Fairview's existing land use make up to the town's future land use plan.

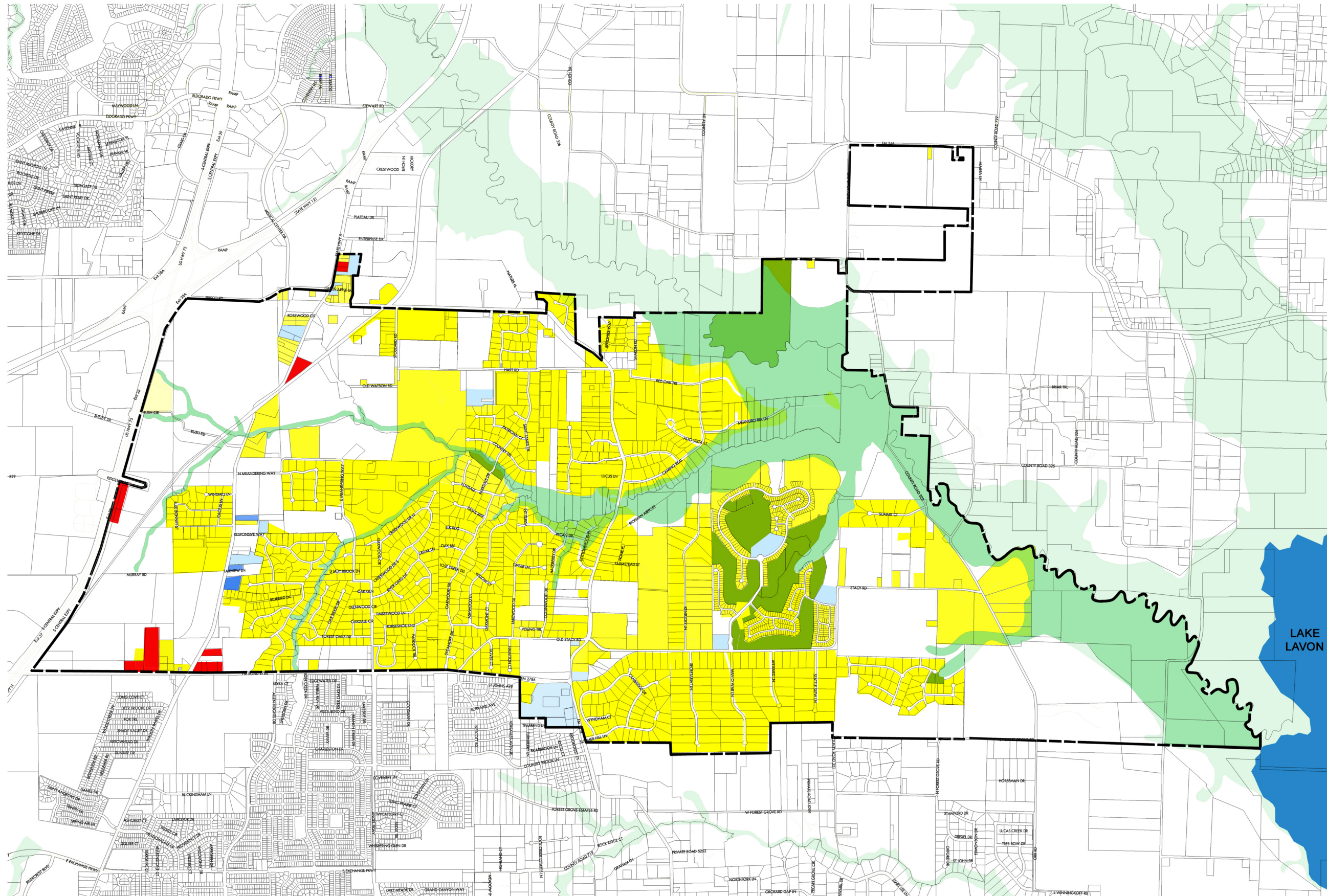
The land use patterns described in this element are in keeping with the community's goals and objectives. Still, some goals can conflict with other goals and decisions will have to be made by elected and appointed town leaders based on the current issues confronting the community and the merits to be realized. The land use element is important in defining the development pattern of the community, but the understanding of this vital element to the entire comprehensive plan should be considered in decision making.

Existing Development Patterns

As noted in the Existing Conditions section of this document, the Town of Fairview is dominated by three distinct development patterns. These include large lot single family developments in the middle of the community with vacant – agricultural land on the far eastern and western ends of the town and floodplain running northwest to southeast along Wilson Creek.

Approximately one mile east of Country Club Road (FM 1378) on the north side of East Stacy Road is Heritage Ranch, a planned active-seniors lifestyle community noted by smaller residential lots overlooking land that is a golf course. Limited commercial development is found along US Highway 75, State Highway 5, and Stacy Road just east of State Highway 5.

EXISTING LAND USE



Legend

- Parks / Golf Course
- Institutional / Church
- Mobile Homes
- Single Family
- Multi-Family
- Hotel/Motel
- Retail
- Office
- Industrial
- Utilities
- Floodplain
- Vacant *

*Parcels containing no structures for living or working

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2005 April 22



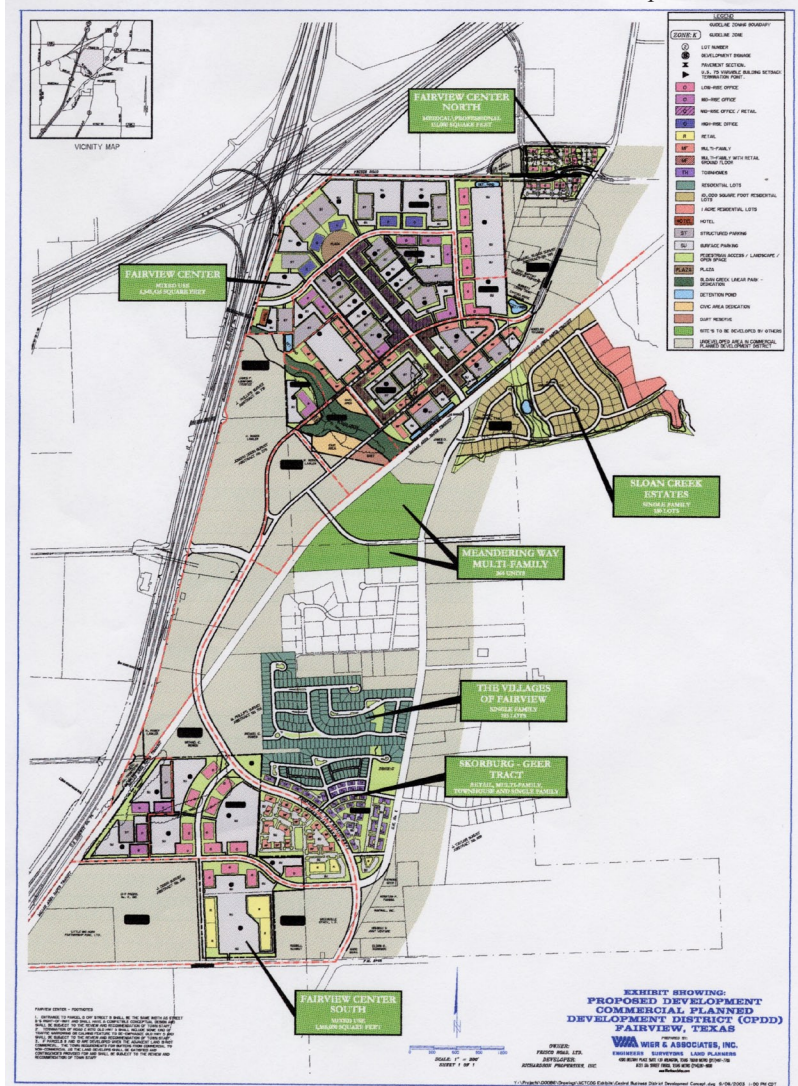


Future Development Patterns

The 2005 Fairview Comprehensive Plan is a long-range planning document for the community. The plan provides a basis for the long-term planning of Fairview's growth and development while establishing a framework for other planning activities. The plan puts in place a foundation for managing Fairview's growth based on community values and ideals. Fairview's decision-makers turn to the comprehensive plan for guidance regarding the long-term physical growth and development of the Town as it matures. The community's values and ideals captured in the comprehensive plan provide the basis for structuring community-related studies, ordinances, and planning activities.

Based on citizen feedback, Fairview residents are happy with the community's values of maintaining its rural heritage and large lot residential areas. Much of Fairview's future development patterns will be defined by large lot residential development as the community matures with the exception of the Commercial Planned Development District (CPDD) and North Fairview Planned Development District (North Fairview PDD). In addition, two Overlay Area Plans sub-areas – the Transit Oriented Sub-Area and the Environmental Sub-Area – have been identified for further considerations

Commercial Planned Development District



Source: Town of Fairview and Wier & Associates, Inc

to achieve the community's goals and objectives.

The CPDD was adopted by the Fairview Town Council on August 6, 2002. This district is roughly bounded by Stacy Road on the south, US Highway 75 on the west, Frisco Road on the north, and the eastern buffer of State Highway 5 and a half-mile stretch along the northern bank of Sloan Creek on the east.



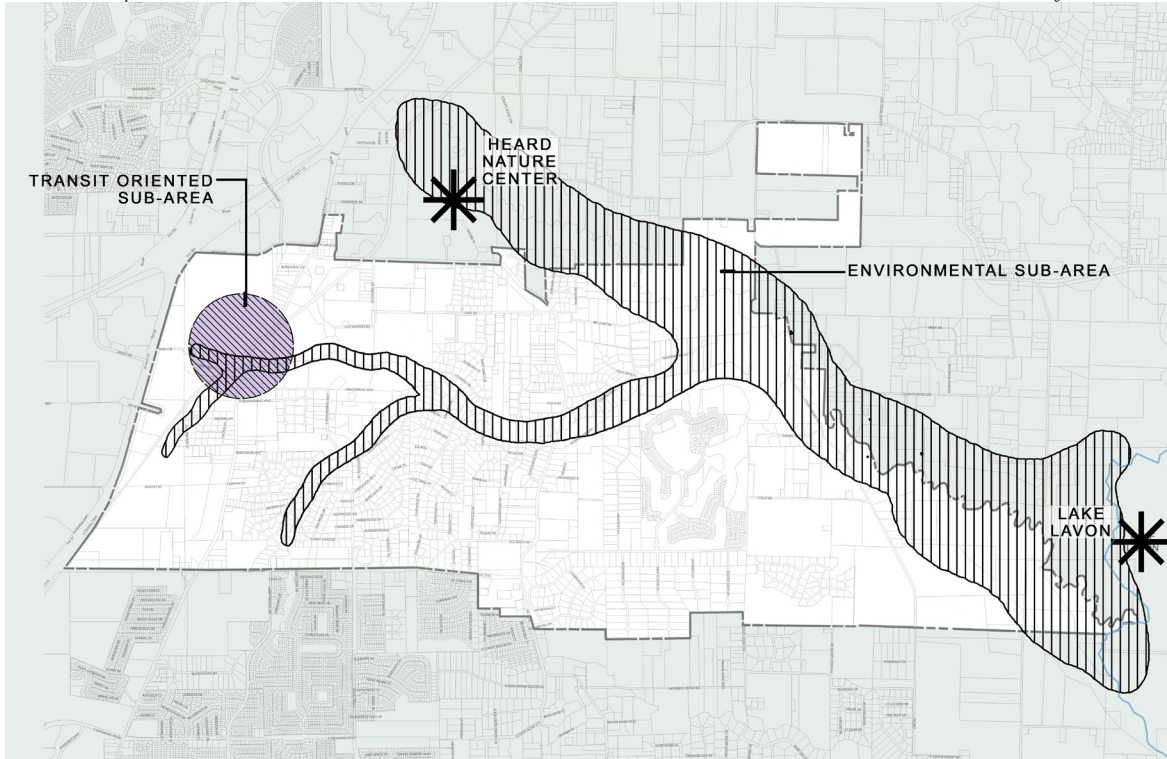
Approved uses include single family housing, townhouses, apartments, retail, restaurants, offices, hotels, and campus. The goal of the CPDD was to plan and support development of an urban type center in Fairview that provides a variety of quality housing options; retains desired existing local businesses; attracts new businesses that complement the Town's quality lifestyle; encourage dining, shopping, and entertainment opportunities; increase the town's non-residential tax base; identify and prioritize infrastructure projects to sustain desired commercial development; and increase the town's name recognition throughout the region.

North of Wilson Creek around Old Mill Road, County Road 317, and FM 546 is the approximate location of the 356.09-acre North Fairview PDD. The North Fairview PDD was adopted on July 1, 2004, by the Fairview Town Council. There are four zones in the North Fairview PDD. These include the Public Park, Nature Preserve, Old Mill Road, and Northern Gateway. The Public Park, located east of County Road 317 where Old Mill Road intersects, would be used for active recreational uses, such as ball fields and soccer fields. The Nature Preserve, located north of Wilson Creek in the creek's floodplain, would be left as open space for passive recreational needs, such as trails, educational exhibits, and a possible tree farm. Old Mill Road is located on the southwest corner of County Road 317 and Old Mill Road.

Town of Fairview Overlay Area Plan



OVERLAY AREA PLAN



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2004 NOVEMBER

Town of Fairview's Overlay Area Plan

Two overlay area plans were identified through the comprehensive plan process – the Environmental Sub-area and the Transit Oriented Sub-area. By establishing these two overlay area plans the Town can provide additional direction for land development above those in existence for targeted areas. Additional direction could include protection of habitats and natural communities in ecological preserves or enhance development standards in areas of high pedestrian activity.

The environmental Sub-area follows along the Wilson Creek floodplain from the Heard Nature Center down to Lake Lavon. This sub-area also includes the Sloan Creek floodplain and its tributaries. Public and private properties along

Source: Town of Fairview and HNTB.

this riparian environment have the potential to be habitat preserves for local plants and animals.

The Transit Oriented Sub-area is a quarter-mile radius from the planned transit station located in the CPDD. This sub-area would encourage greater development standards augmenting pedestri-



Sloan Creek at Parkdale Drive.



an-oriented activities generated by the planned transit station.

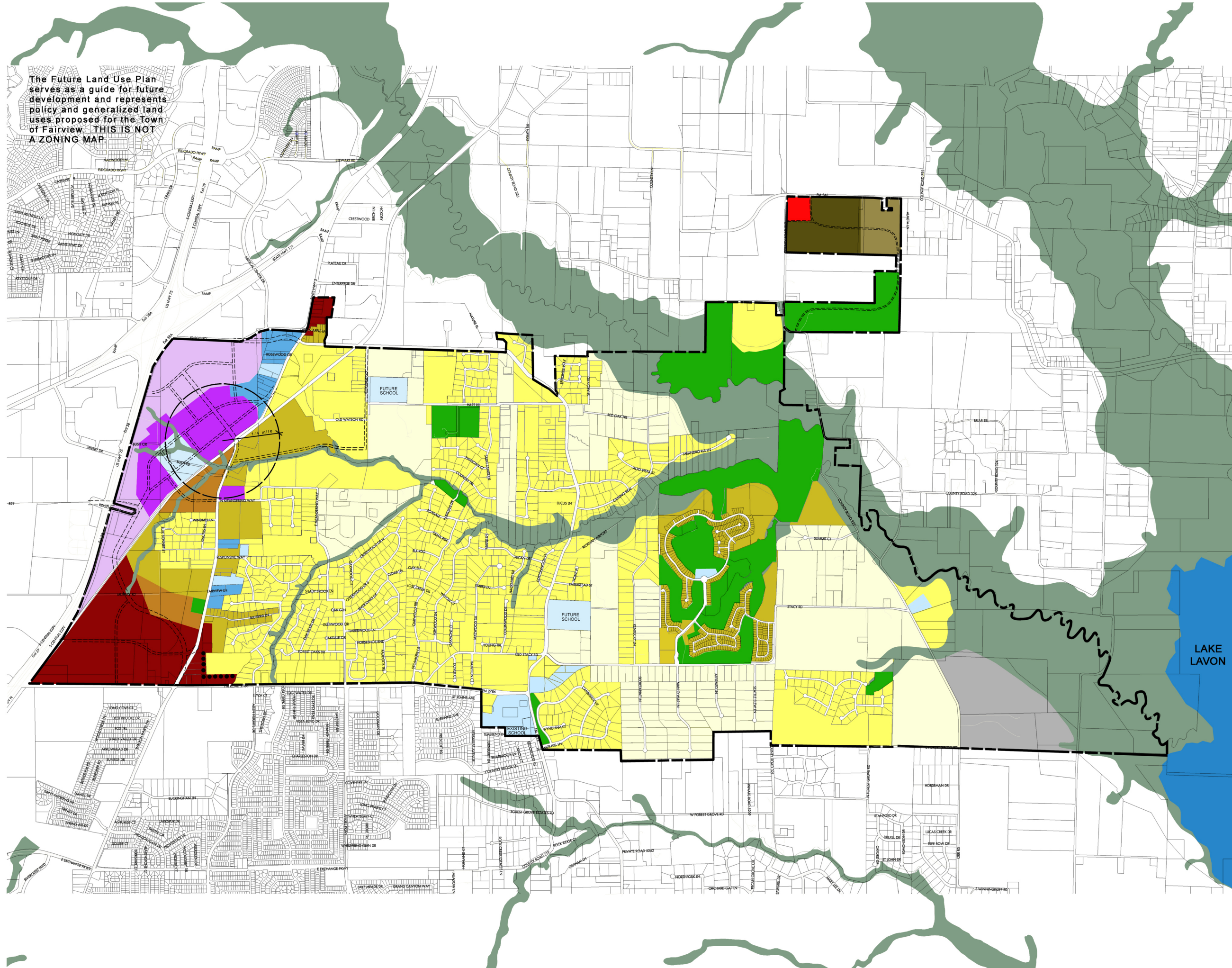
Future Land Use Plan

Fairview's Future Land Use Plan was the result of eight months of work developed through the comprehensive plan process. Each incremental part in the plan process became a stepping stone leading to the next part. Stakeholder interviews began this process that led to the plan's draft vision statement and goals and objectives. The draft vision statement and goals and objectives were reviewed and refined by the Town of Fairview Planning and Zoning Commission, which serves as the advisory committee throughout the plan process. The draft goals and a compilation of Fairview's existing conditions were presented during the first community-wide

meeting. Citizen input from this meeting helped further refine the draft goals and objectives and figured into the formulation of three alternative scenarios developed during the two-day town-design workshop. The three alternative scenarios were presented at the second community-wide meeting. Input from this meeting and direction from the planning and zoning commission eventually led to a draft plan. General agreement to the draft plan allowed planners to begin developing the various elements. These elements, including the land use element, give guidance and direction for key areas influencing the town's growth and development. An implementation strategy was developed for putting the plan to work. From the project's initiation to its completion, citizen input was the main ingredient that drove the plan process each step of the way.

The Future Land Use Plan serves as a guide for future development and represents policy and generalized land uses proposed for the Town of Fairview. THIS IS NOT A ZONING MAP.

FUTURE LAND USE PLAN



- Legend**
- Floodplain
 - Parks / Golf Course / Equestrian
 - Residential Estate Country
 - Residential Estate
 - Residential Suburban
 - Residential Townhome
 - Residential Multi-Family
 - Residential Mix
 - Retail Village
 - Commercial Mix
 - Professional Office
 - Multi Use
 - Mixed Use
 - Institutional (Schools, Town Facilities)
 - Utilities
 - Buffer

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2005 June 07

Categories of Future Land Uses

There are fifteen land use types that make up the Fairview Future Land Use Plan. Definitions and images for these land use types are provided to give guidance and a visual representation of how future development will influence the Town.

Floodplain - Approximate location of 100 year limits established by the Federal Emergency Management Agency (FEMA). Being in or out of the 100-year (or “regulatory”) floodplain is important in order to implement the National Flood Insurance Program.



Parks/Golf Course/Equestrian - Public parks that can be active participation facilities (baseball diamonds, soccer fields, tennis centers) or passive space (neighborhood parks, nature preserves, town squares), golf courses with related exterior facilities, and public or private equestrian facilities.



Residential Estate Country - Single family detached houses on large country lots. Residential estate country lots are minimum two (2) acres in size and can accommodate activities related to a rural lifestyle, such as a stable for equestrian needs.



Residential Estate - Single family detached houses on large country lots. Estate lots are between one to 1.99-acres in size.



Residential Suburban - Single family detached houses on large suburban sized lots. Residential suburban lots are less than one-acre in size.



Residential Townhouse - Vertical owner-occupied residential units primarily with a minimum two-story height and attached to similar units using a party / common wall. Townhouse density ranges between +/-10 to +/-14 houses per acre. Townhouses need to have a close relationship to street access with individual front doors and narrow front yard setbacks. This land use category is related to the North Fairview Planned Development District (North Fairview PDD).



Residential Multi-Family - Residential attached units having a density of +/-14 to +/-24 housing units per acre. Developments can fit the category of renter-occupied apartments or owner-occupied condominiums. This land use category is related to the North Fairview Planned Development District (North Fairview PDD).



Residential Mix - Multiple types of residential land uses of both detached and attached development. This residential mix provides for a lifecycle of home ownership in a close-knit community with housing options for singles and couples, families with children, and empty nesters, or owner-occupied condominiums. This land use category is related to the Commercial Planned Development District (CPDD).



Retail Village – A grouping of two-story maximum height low-impact retail buildings to serve residents living nearby. Retail facility needs to reflect residential characteristics such as pitched roofs, façade undulations, display windows, and extensive landscaping. Parking should be within a few steps of the retail and service establishments or behind buildings.



Commercial Mix - Retail and entertainment land uses in proximity to each other. This combination of commercial uses serves a large geographic area that would include residents of Fairview as well as neighboring communities. This land use category is related to the Commercial Planned Development District (CPDD).



Professional Office – Single-story office development. Facilities need to reflect residential characteristics such as pitched roofs, façade undulations, façade windows, and extensive landscaping. This land use category is related to the Commercial Planned Development District (CPDD) and along Stacy Road.



Multi-Use - A combination of small office to medium size retail developments fronting on US Highway 75 and new State Highway 5. The retail market base for this land use category is smaller than Commercial Mix but much larger than Retail Village. This land use category is related to the Commercial Planned Development District (CPDD).



Mixed Use - Vertical mix of uses incorporating ground floor retail with residential, office or hotel above. This land use category is related to the Commercial Planned Development District (CPDD).



Institutional (Schools, Town Facilities) – The land use category would include administrative offices and community service facilities for the Town of Fairview, Collin County, the State of Texas, or federal government; administrative offices, educational facilities, and service centers for the Lovejoy ISD or McKinney ISD; and religious properties.



Utilities - Major public and private utility facilities. This would include power plants, sub-stations, water purification facilities, and waste-water treatment plants. This does not include rights-of-way or easements.





Table of Existing Land Use compared to the Future Land Use Plan

The acreage and the land use percentage of total area for both Fairview's Existing Land Use and Fairview's Future

Land Use Plan are listed below in two tables. The two tables allow comparison of the town's existing and future land use distribution and provide an important means to measure growth and community values.

Land Use Types	Existing Land Use Acreage	Existing Land Use Percentage of Total Area
Floodplain <i>(includes 48 acres of park land)</i>	1,040	16.5%
Hotel/Motel	0	0.0%
Industrial	0	0.0%
Institutional / Church	57	0.9%
Mobile Homes	0	0.0%
Multi-Family	0	0.0%
Office	6	0.1%
Parks / Golf Course <i>(outside of floodplain)</i>	184	2.9%
Retail	31	0.5%
Single Family	2,450	38.8%
Utilities	0	0.0%
Vacant / Undeveloped	2,544	40.3%
Total	6,312	100.0%

*Fairview's Existing Land Use by Acreage and Percentage of Total ETJ Area
Source: Town of Fairview and HNTB.*

Land Use Types	Future Land Use Acreage	Future Land Use Percentage of Total Area
Commercial Mix	254	4.0%
Floodplain <i>(includes 153 acres of park land)</i>	1,040	16.5%
Institutional	162	2.6%
Multi-Use	196	3.1%
Mixed Use	128	2.0%
Parks / Golf Course / Equestrian <i>(outside of floodplain)</i>	355	5.6%
Professional Office	79	1.3%
Residential Estate	2,861	45.3%
Residential Estate Country	586	9.3%
Residential Mix	74	1.2%
Residential Multi-Family	67	1.1%
Residential Suburban	288	4.6%
Residential Townhouse	41	0.6%
Retail Village	18	0.3%
Utilities	163	2.6%
Total	6,312	100.0%

*Fairview's Future Land Use Plan by Acreage and Percentage of Total ETJ Area
Source: Town of Fairview and HNTB.*



The purpose of the Fairview transportation element, as a component of the Comprehensive Plan, is to accommodate the existing and future roadway / transit needs of the town. This element is a strategic part of a coordinated transportation system to address public safety issues and the intermodal and multi-modal needs of Fairview, while maintaining the improving social, economic, and environmental quality of the town.

Fairview's transportation system is one of the most visible and permanent elements of the community. Once the alignment and right-of-way of major roadway facilities are established, it would be difficult to make any significant changes to the network. This is the key to establishing the transportation network for Fairview.

Existing Thoroughfare System

The initial step in the development of the transportation element was an assessment of the existing conditions of the transportation system. In the review analysis several components were addressed: the existing physical network, travel characteristics, and factors that influence growth in future travel demands.

Within Fairview there are three (3) distinct town-wide functional systems: the regional freeway network, the local arterial roadway network, and the small rural collectors that in Fairview serve a greater role. The freeway network, which includes US Highway 75 on the western border and State Highway 121 in the northwest, serves regional mobil-

ity. The local arterials are defined by: Stacy Road (FM 2786), State Highway 5, Country Club Road (FM 1378) and County Road 317. This network of local arterials provides cross-community access through and around Fairview. The rural collectors that provide access to residential neighborhoods include: Meandering Way, Oakwood Trail, Parkdale, Saint James, and Hart Road. The rural collectors should not be providing access for cut through traffic for local users.

At peak times in Fairview, traffic congestion has approached bumper-to-bumper levels at several locations. Over the last five years the areas freeways have experienced massive traffic volume increases. These increases in regional movement of people, service trucks, and goods have US Highway 75 and State Highway 121 exceeding capacity and creating travel disruptions.

The network in Fairview with the residential growth of the town and region is also experiencing congestion at daily peak travel times. Numerous intersections in the community are points of congestion and travel delays. The three (3) intersections that have the greatest congestion are:

- US Highway 75/Stacy Road
- Stacy Road/State Highway 5
- Stacy Road/Country Club Road

Future Transportation Plan

The Transportation Plan for the future of Fairview recommends guidelines for a roadway system that will enhance overall traffic circulation, improve safety, in-



crease operating efficiency, and provide a framework for new development. To address the long-range demand in Fairview a comprehensive approach will need to be implemented that includes a combination of local street improvements, coordination and consensus development with the Texas Department of Transportation (TxDOT), coordination with adjacent municipalities such as Allen and McKinney, and continued planning with Dallas Area Rapid Transit (DART).

The recommended plan is based on a functional classification system that includes several classes specific to Fairview. The roadway classes are described in greater detail in the following pages, and a listing of them includes:

- Freeway
- Six-lane Divided Road
- Four-lane Divided Road
- Two-lane Undivided Road
- Two-lane Parkway
- Historical Rural Collector
- Neighborhood Road

While the region around Fairview will grow with commercial and residential development, this series of recommendations is focused within the corporate boundaries of the town. Some of the specific features of the Transportation Plan relating to thoroughfares are as follows:

US Highway 75 / State Highway 121 Interchange – Improved regional access and supporting frontage road access to Fairview will be an important aspect to this project.

Stacy Road (west of Country Club Road)– Increased roadway capacity is anticipated as development consumes former agricultural lands; therefore, increase this roadway to six-lane divided between US Highway 75 and State Highway 5, and four-lane divided between State Highway 5 and Country Club Road when traffic capacity warrants expansion.

State Highway 5 – Improvement in the Commercial Planned Development District (CPDD) will require the approved plan for this area to be implemented. The plan includes the complete package of future roadway improvement in the town center.

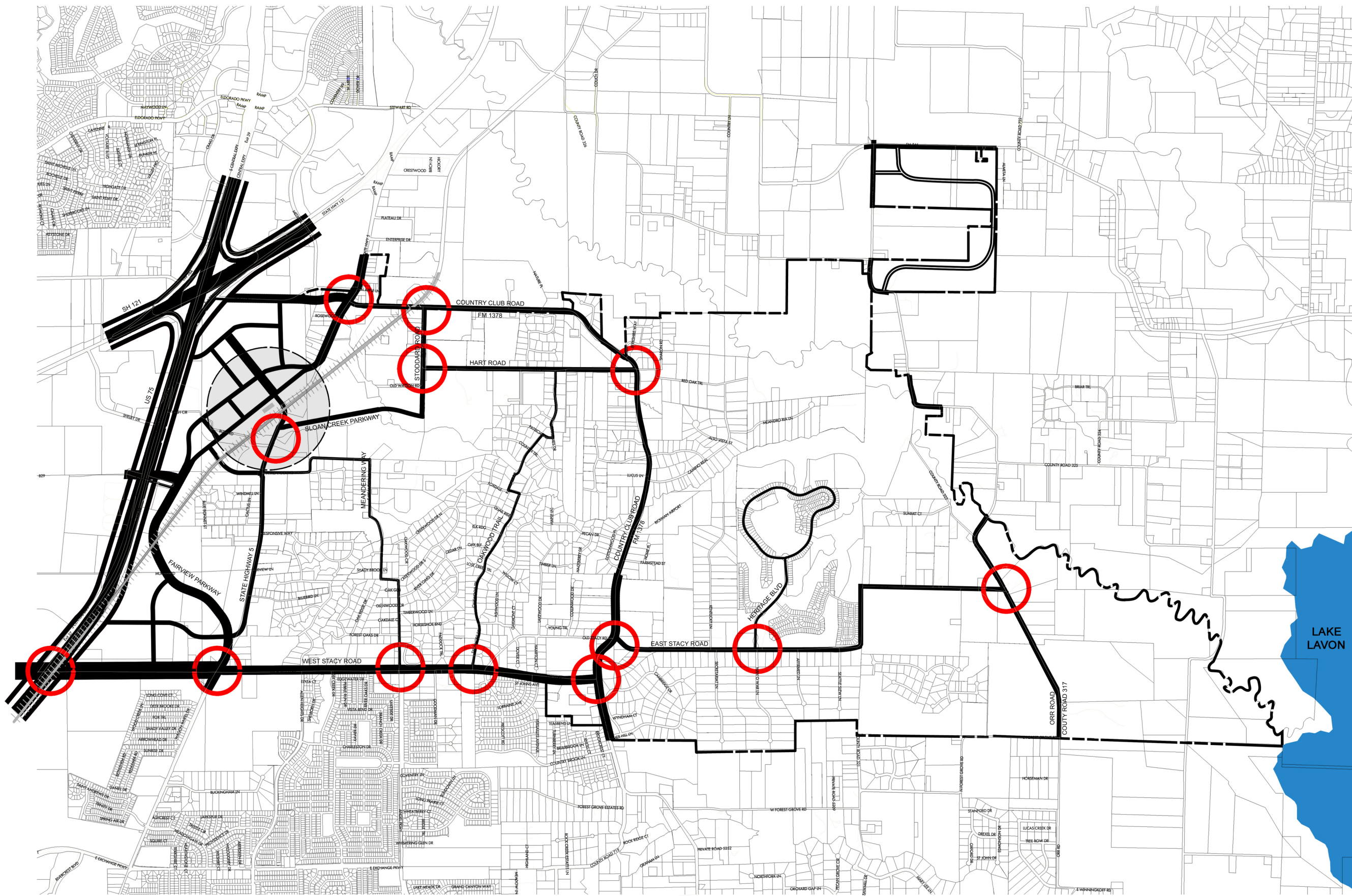
Existing State Highway 5 – Decreased capacity to existing State Highway 5 with the CPDD will allow this road to improve into a two-lane undivided road.

Stacy Road Intersections - Improvements to these intersections at Country Club Road could be required if traffic volume increases with new residential growth and the planned opening of the Lovejoy Independent School District's middle school north of Stacy Road along Country Club Road.

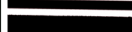








Stacy Road (east of Country Club Road) - Stacy Road east of Country Club Road would continue to be maintained as a two-lane undivided roadway with the addition of turn lanes at intersections and paved shoulder from Country Club Road to County Road 317.

Country Club Road - While Country Club Road would continue to be maintained



TRANSPORTATION PLAN



Legend

-  Freeway
-  6 Lane Divided Road
-  4 Lane Divided Road
-  2 Lane Undivided Road
-  2 Lane Parkway
-  Historical Rural Collector
-  Right and/or left hand turn lane and shoulder improvements
-  DART railroad
-  General Location of future DART station and adjacent 1/4 mile radius

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2005 June 07
 



as a two-lane undivided roadway improvements would provide turn lanes at intersections and paved shoulders along the length of the roadway. Increased roadway capacity is anticipated between the planned middle school on the north and the Fairview-Lucas corporate limits on the south; therefore, this portion of the roadway would be expanded to a four-lane divided roadway.

Sloan Creek Parkway – Added roadway capacity in the northeast section of town requires that a new alignment be created. This two-lane undivided road will connect the Stoddard Road extension and existing State Highway 5. This road should have a strong landscape component working closely with the Sloan Creek alignment and indigenous mature trees and open space.

Stoddard Road – This two-lane undivided road with the proposed Sloan Creek Parkway provides for a local collector system that will connect future and existing neighborhoods. This road will have to be widened prior to the planned elementary school’s opening.

Hart Road – This is a two-lane undivided serving current homes while providing a rural landscaped character.

County Road 317 – Improvements in the far eastern reaches of Fairview provides a regional network between McKinney, Fairview, and Allen. With the proximity to Lake Lavon and the future land uses for this area, it is recommended that a two-lane undivided road would provide good mobility and access.

General Intersection Improvements – Improvements at the intersections identified with the red circles on the Transportation Plan are defining that these locations need site specific detailed traffic volume counts to define the package of improvements needed. Improvements can include adding right or left hand turn lanes, adding shoulders, and the potential of upgrading signalization.

Town of Fairview’s Future Transportation Plan Map

The large fold-out map illustrates the Transportation Plan for Fairview. The attached chapter describes the relationship of the plan to issues discussed in community workshop meetings and other input received from the citizens. Some of these recommendations exist as part of the current approved Thoroughfare Plan in the CPDD, and are reiterated to properly detail needs in this area.

Functional Classification System

Fairview’s Future Transportation Plan contains several categories of roadways. Each category provides different levels of access and mobility for the safe movement of vehicular traffic, and all road categories are sensitive to how the physical road facility fits into the surrounding natural and built environment as well as incorporating the values of the community regarding road design. The functional classification system that defines Fairview’s Transportation Plan contains seven different categories. Cross sections, definitions, and images for these

transportation categories are provided to give guidance and visual representations of how these roadways will function in the Town.

Freeway

Six- to eight-lane limited-access regional highway (US Highway 75) with half the total main-lanes traveling in one direction and the remaining main-lanes traveling in the opposite direction. The main-lanes are supported by two-lane frontage roads for each direction on the periphery of the highway's right-of-way. Because of the limited-access design, this road facility provides the greatest potential for mobility throughout the region.



Freeway

Six-Lane Divided Road

Six-lane unlimited access major thoroughfare serving a broad area with three lanes traveling in one direction and three lanes traveling in the opposite direction. While providing unlimited access along the length of the road corridor, roadway management can be through median turn lanes, traffic control devices, and limiting entry to only collector streets and other major thoroughfares. The road's median serves a dual purpose of managing traffic movement and softening the roadway's concrete and asphalt texture with extensive landscaping or basic plantings. Right-of-way for this roadway should be wide enough to include an off-road lane for bicycle traffic. This road facility provides the next greatest level for regional mobility but also allows for lim-



Six-Lane Divided Road

ited local access. Stacy Road from US Highway 75 to State Highway 5 would fall into this category.

Four-Lane Divided Road

Four-lane unlimited access major thoroughfare serving a broad area with two lanes traveling in one direction and two lanes traveling in the opposite direction. While providing unlimited access along the length of the road corridor, roadway management can be through median turn lanes and traffic control devices. Entry into this roadway facility can be limited to collector streets and other major thoroughfares, but could also allow access from residential streets. The road's median serves a dual purpose of managing traffic movement and softening the roadway's concrete and asphalt texture with extensive landscaping or basic plantings. Right-of-way for this roadway should be wide enough to include an off-road lane for bicycle traffic. This roadway facility provides improved mobility for local residents and employers, but limited mobility for regional travelers. Several roads in Fairview would fall in this roadway category, including Stacy Road from State Highway 5 to Country Club Road, Country Club Road from the Fairview-Lucas town limits north to the planned middle school, the northern and southern portions of Fairview Parkway, Ridgeview Drive, and Frisco Road.



Four-Lane Divided Road



Two-Lane Undivided Road

Two-Lane Undivided Road

Two-lane roadway providing mobility for local residents and employers. This roadway facility should provide broad shoulders, turn-lanes, adequate sig-

nage, lighting at intersections, and eliminate blind spots to insure public safety and enhance traffic movement. Right-of-way for this roadway should be wide enough to include an off-road lane for bicycle traffic. The Two-Lane Undivided Road can provide unlimited access along the length of the roadway; however, entry into this roadway should be limited to collector streets and major thoroughfares to insure its main purpose, which is local to regional mobility. This roadway category should not be confused with a two-lane undivided road serving as a residential street where the priority is access. Roads that would fall into this category include County Road 317, Stacy Road between Country Club Road and County Road 317, and Country Club Road between the planned middle school and State Highway 5, Hart Road, Stoddard Road and extension, and the planned Sloan Creek Parkway.

Two-Lane Parkway

The Two-Lane Parkway provides local mobility and access within the community. This roadway is intended to respect the terrain of the land and enhance the features of the surrounding landscape by fluctuating from a divided median to an undivided roadway with broad shoulders. While the design of this two-lane road facility only allows for one lane traveling in each direction, the width for each lane plus its shoulder should be designed to allow traffic to move around a hampered vehicle safely. Despite the wide lanes, traffic calming measures would be incorporated to maintain desired roadway speeds. Right-of-way for this roadway should be wide enough to



Two-Lane Parkway

include an off-road lane for bicycle traffic. Roads identified as falling into this category of road include State Highway 5 (after the realigned Hart Roads, and a proposed meandering road tying together the North Fairview Planned Development District (North Fairview PDD).

Historical Rural Collector

This is a local roadway that reflects local characteristics valued by community residents. Such roadways can be associated with a local theme (in the case of Fairview, a country or rural theme). Three local road corridors have been currently identified as having such values – Meandering Way, Heritage Boulevard, and a combination of Oakwood Trail / Foxdale / Parkdale Drive / Patricia Court / St. James Drive. Historical Rural Collector roads provide easy access to residences, but functioning as a collector road serve as the first level for local mobility.



Historical Rural Collector

Neighborhood Road

The primary role of the Neighborhood Road is to provide access to local residences - from driveway to street. These roads provide the least benefit for regional or local mobility and the highest level of access to local residential streets. Neighborhood Roads are two-lane undivided roadways with minimal shoulder width that tie into local collector roads. A majority of the roads in Fairview fall into this category of roadway.



Neighborhood Road

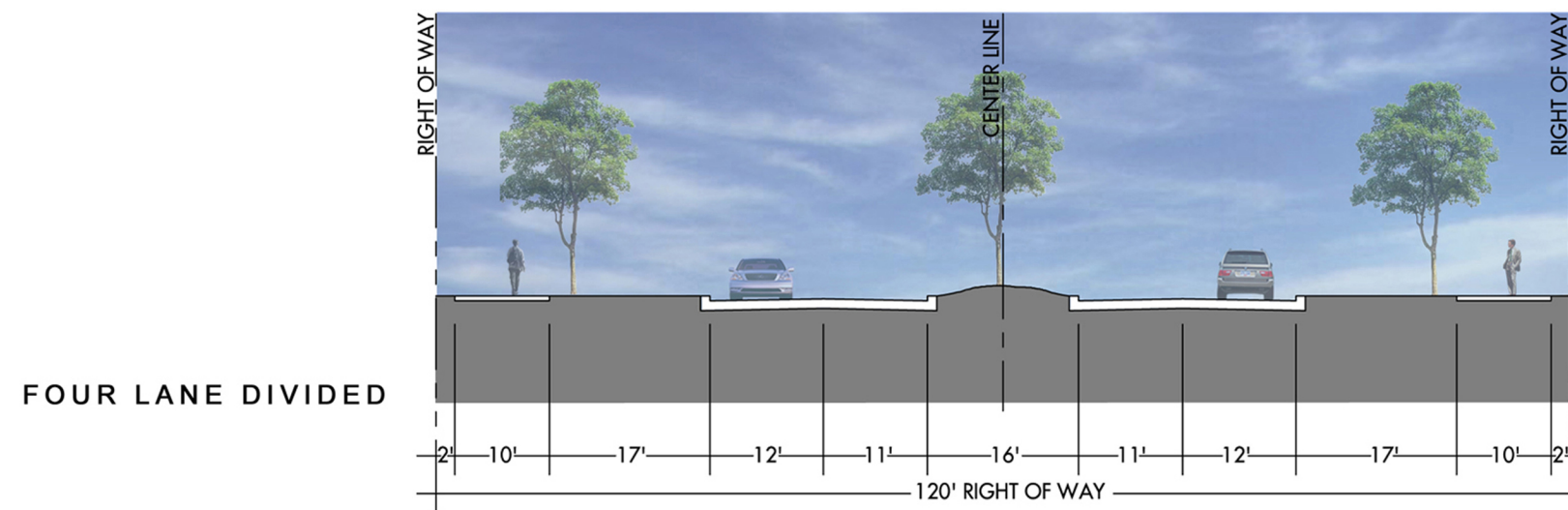
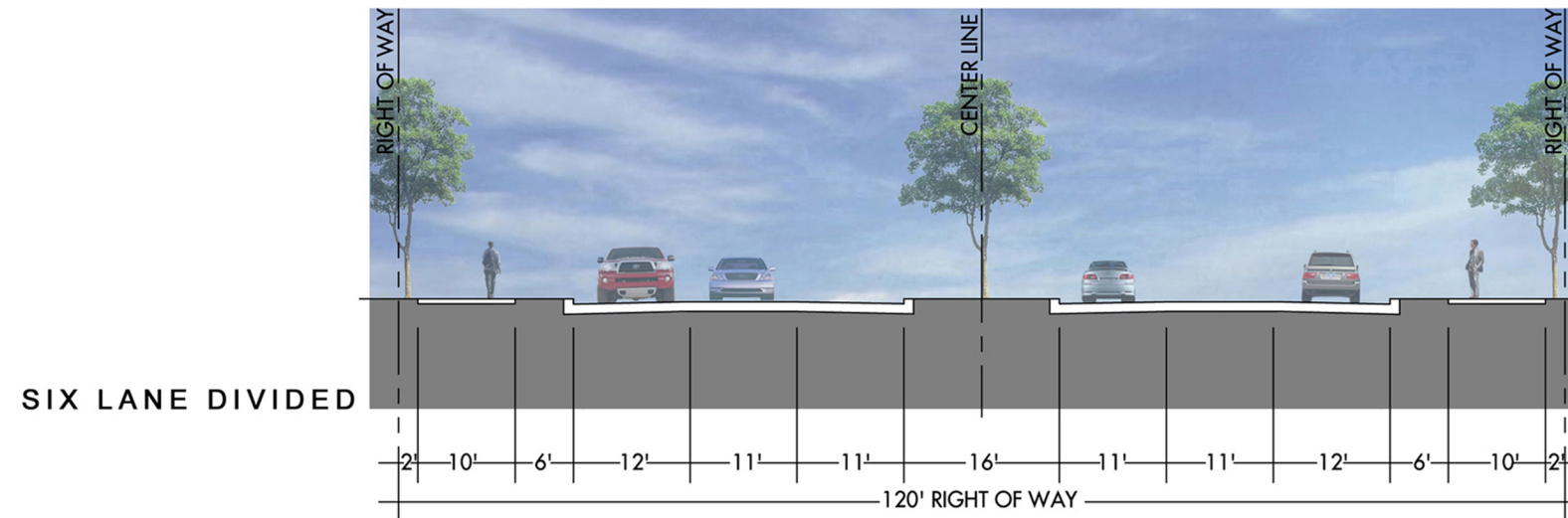
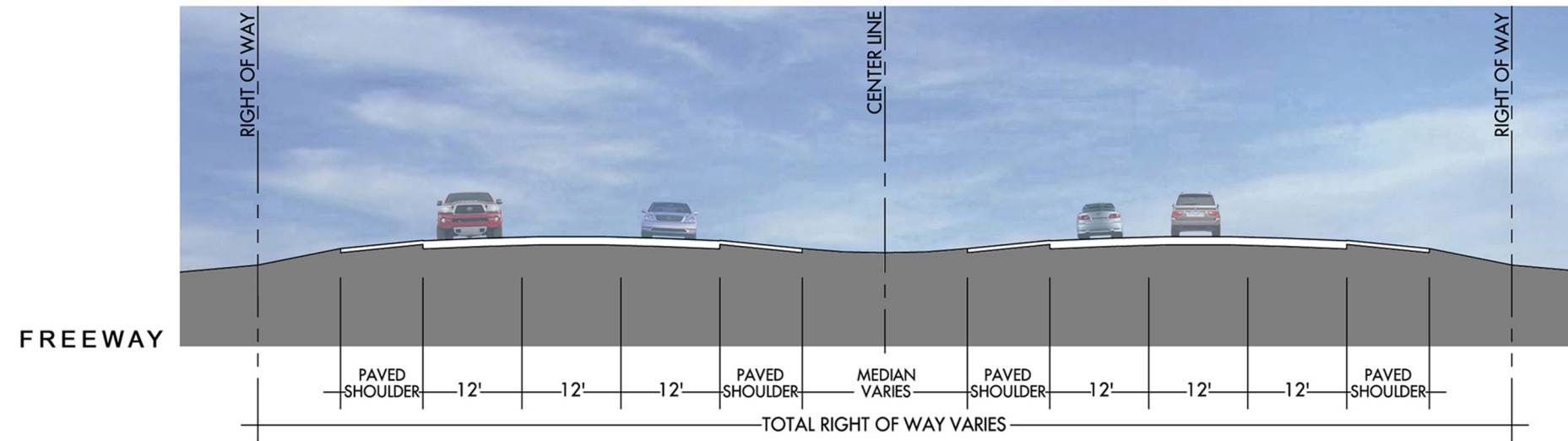
Traffic Related Design Details

Additional Future Study – Future detailed site transportation/traffic studies will need to be developed to define the specifics of site design improvements.

Right-of-Way – Additional capacity or alignment issues can cause the need for acquiring new rights-of-way. These areas are also defined through follow-up studies after the development of a town-wide comprehensive plan.

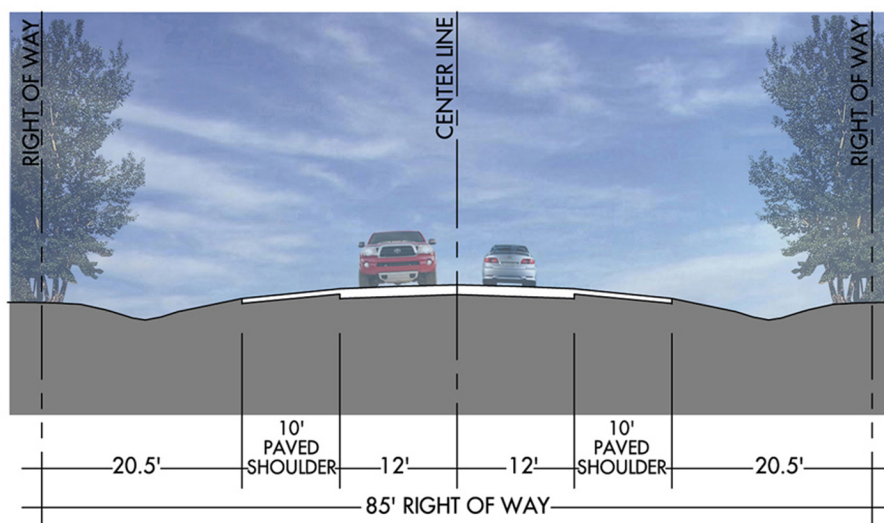
Intersection – Intersection improvements are required for issues of safety and increased capacity. These intersection improvements are balanced with the concern in Fairview to keep it country. Safety issues are not to be compromised.

TYPICAL ROAD SECTIONS

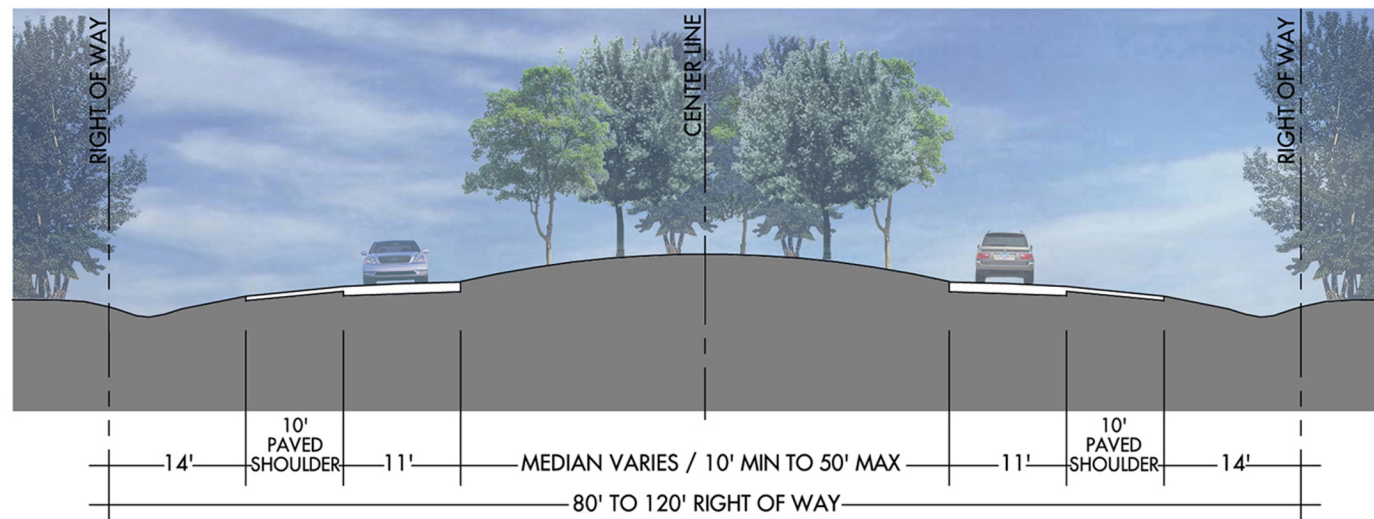


TYPICAL ROAD SECTIONS

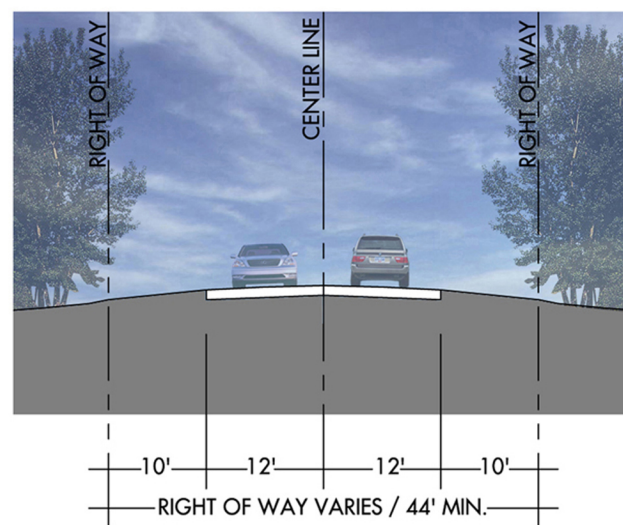
TWO LANE UNDIVIDED



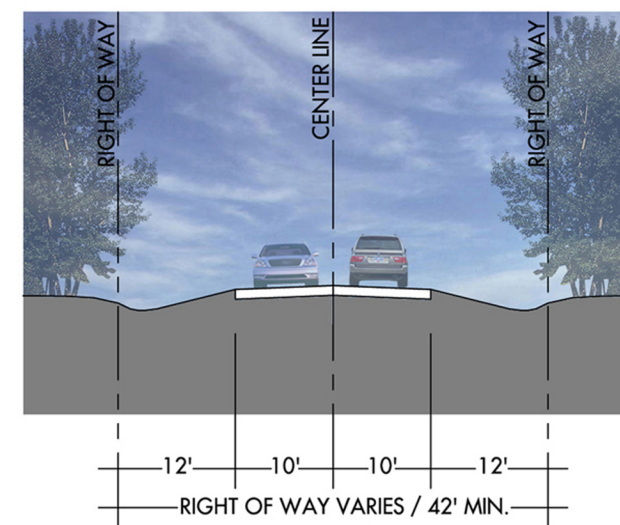
TWO LANE DIVIDED



HISTORICAL RURAL COLLECTOR



NEIGHBORHOOD ROAD





INTRODUCTION

Previous Park Planning Studies

The last Parks and Recreation Master Plan was prepared in July 2000 by Dunkin Sims Stoffels, Inc. The previous Comprehensive Plan prepared for the Town was completed in 1995.

The Parks and Recreation Master Plan was comprehensive in nature with a strong emphasis on park land acquisition and development for the Town of Fairview.

PLAN DEVELOPMENT PROCESS

The Town Council, Planning and Zoning Commission, and Parks and Recreation Board recognized the need for comprehensive planning and analysis of the park system in Fairview. This task was to compliment the Town's comprehensive plan. Therefore, the Comprehensive Plan and the Parks & Recreation Open Space Master Plan will be prepared concurrently.

The Town employed the private consulting firms of HNTB for the Comprehensive Plan and Dunkin Sims Stoffels, Inc. to prepare the Parks & Recreation Open Space Master Plan. The park consultants worked with the Town of Fairview staff and the Fairview Parks and Recreation Advisory Board.

Town of Fairview Planning and Zoning Commission, Parks and Recreation Board, and citizens of Fairview held three public meetings to examine and

collect needs, findings, and public input. To obtain a comprehensive and complete analysis of the Town's park and recreation needs and park system, three methodologies were used for needs assessment. This evaluation included public hearings, standard based analysis; and demand-based recreation analysis.

The time period of the financial plan, as set forth in the Implementation Section, is five years. The prioritization listing contained in the Implementation Section identifies those projections of significant urgency for development and satisfaction of a stipulated need. The plan provides the Town both short range implementation scheduling and long range planning for future areas of urbanization. The service area studied for the Parks & Recreation Open Space Master Plan included the area within the Town limits of Fairview, and area within its ETJ planned for future annexation.

INVENTORY OF AREAS AND FACILITIES

The following discussion of the existing park and recreational facilities in Fairview is divided into two areas. The first will identify parks and facilities. The following listing is a simple enumeration of the existing parks, their size, and the NRPA park classification that best describes their function within the Town's park system. The respective park locations are illustrated on the Existing Park Plan.

Creekside Park

Park Size: 7.0 Acres

Park Classification: Neighborhood Park



Park Facilities:
 Playground
 Picnic Pavilion
 Concrete Hike and Bike Trail
 4 Picnic Tables

Park Size: 16.93 Acre
 Park Classification: Special Park
 Park Facilities: Undeveloped

Thompson Springs Park

Park Size: 15.0 Acres
 Park Classification: Neighborhood Park
 Park Facilities: Undeveloped

Domain Park (Private/HOA Owned)

Park Size: 2.82 Acre
 Park Classification: Neighborhood Park
 Park Facilities: Ponds
 Picnic Pavilion
 Walking Trail

Summer Hill Farms

Park Size: 5.0 Acres
 Park Classification: Neighborhood Park
 Park Facilities: Undeveloped

Heritage Ranch (Private/Owned Recreation Facilities)

Park Facilities:
 18-Hole Golf Course
 2 Tennis Courts
 Weight/Cardiovascular Room
 Indoor/Outdoor Pool

Murray Farm Park Land

Park Size: 4.76 Acres
 Park Classification: Neighborhood Park
 Park Facilities: Undeveloped

Heard Museum

Park Facilities: One acre of the Heard Museum is within the Town of Fairview

Bridlegate Open Space

Park Size: 2.74 Acres
 Park Classification: Open Space
 Park Facilities: Existing 60% Landscaping Buffer

Fairview Meadows (Private/HOA Owned)

Park Size: 2.5 Acres
 Park Classification: Open Space
 Park Facilities: Open Space

95 Acre Sports Park

Park Size: 95.0 Acres
 Park Classification: Community Park
 Park Facilities: Undeveloped

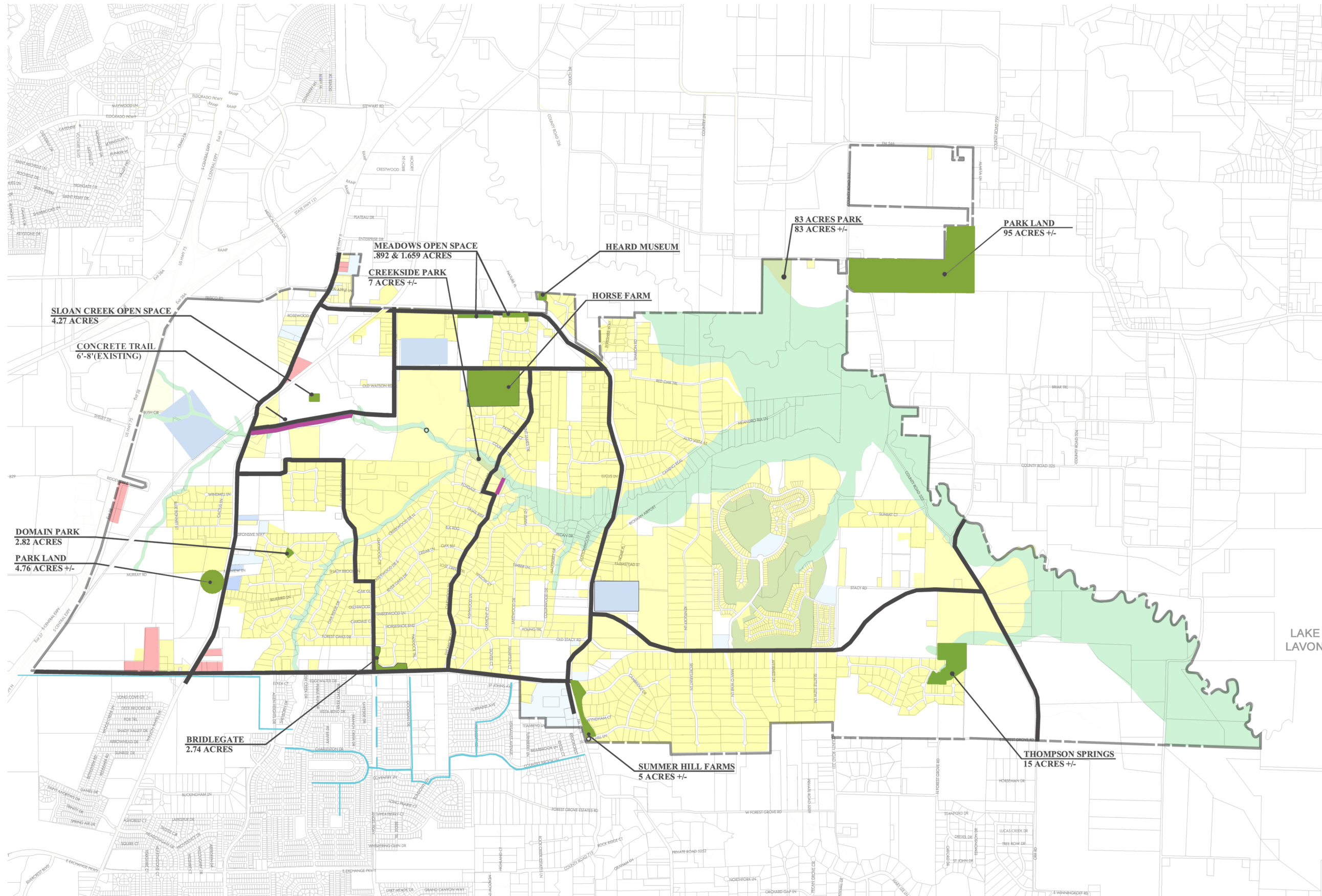
83 Acre Park

Park Size: 83.0 Acres
 Park Classification: Greenbelt Park
 Park Facilities: Undeveloped

Sloan Creek Park / Greenbelt

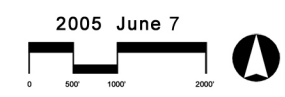
Park Size: 4.27 Acres
 Park Classification: Greenbelt Park
 Park Facilities: Hike & Bike Trail

EXISTING PARKS AND RECREATION PLAN



Legend

- Parks / Golf Course
- Institutional / Church
- Mobile Homes
- Single Family
- Multi-Family
- Hotel/Motel
- Retail
- Office
- Industrial
- Utilities
- Floodplain
- Vacant





FACTORS INFLUENCING PLANNING FOR PARKS

Transportation Routes and Thoroughfares

Thoroughfares are a major factor in park planning principles and determining service areas. Thoroughfares also generate and sustain retail and commercial land uses which generate tax funds for the Town. Fairview is fortunate to have major thoroughfares, which provide opportunities for growth and development. Thoroughfares can also provide an area for hike and bike trail construction within the right-of-way of a thoroughfare.

Demographic Profile

Fairview has an estimated population of 4,720 in 2005 and is positioned to experience steady growth over the next decade. The estimate built-out population of Fairview is projected to be 20,217 by the year 2030. To help in understanding the characteristics of the general population that will be served by this Parks & Recreation Open Space Master Plan, refer to the Existing Conditions section of this report for a detailed analysis of the demographics.

PARKS, RECREATION & OPEN SPACE CLASSIFICATION

To deliver a variety of recreational features in an efficient manner, some type of relationship defining system must be established among those spaces used for recreation. Guidelines and standards recommended by the National Recreation and Park Association (NRPA) have been followed by cities for many years to define a hierarchy for their park systems. The Association made major revisions to their recommendations for delivering park and recreation services in the publication Parks, Recreation, Open Space and Greenway Guidelines, published in December, 1995. The classification system has been changed slightly to more closely define a park space in relationship to its proposed use.

The following identifies the NRPA classification of parks, their descriptions, location criteria within the community and a criteria for size. Only the park classifications selected specifically for Fairview are defined in this section. Once established, these guidelines are then applicable for structuring the Fairview park system in an orderly manner responsive to the recreational demands being generated by the present and future population.

Neighborhood Park

The neighborhood park is considered to be the most important feature of a park system and is one of the major cohesive elements in neighborhood design. Its primary function is the provision of recreational space for the entire neighbor-



hood which surrounds it. Space in the neighborhood park should be distributed between active and passive uses.

(a) When it is possible to combine an elementary or middle school with this type of park, these two land uses further enhance the identity of the neighborhood by providing a central location for recreation and education and a significant open space feature within the neighborhood.

(b) The neighborhood park should be located near the center of a neighborhood area/park planning area and have a service area of approximately one mile to one and a half mile radius.

(c) The size should be related to the service area population and the menu of activities chosen for placement in the park. Five (5) to ten (10) acres is the optimal size for this park.

(d) Safe and convenient pedestrian access is considered important to a neighborhood park location.

(e) Generally, the location should not be adjacent to a heavily traveled major or minor thoroughfare.

(f) Facilities normally provided at a neighborhood park consist of the following:

1. Playground equipment for small children
2. A multiple purpose hard surfaced play area
3. Playfield space for non-organized competitive games
4. Passive space possibly for a pavilion with tables and grills, drinking fountains and sitting areas
5. Off-street parking is a consideration if users are beyond an acceptable walking distance or if users need to drive to access the park

6. It is not desirable to light athletic facilities in a neighborhood environment since lighting is often objectionable to nearby residents; however, some lighting for security purposes may be incorporated into the park.

7. The allocation of space in the neighborhood park should be approximately 50 percent passive area and 50 percent active area. The above facilities are those generally considered for active space. The passive space should be used to develop the character of the park by creating an open landscaped setting with trails, sitting area, and picnic space. This park becomes an integral part of the neighborhood.

Community Park

A community park is larger in size than a neighborhood park and provides service to several neighborhoods or specific sections of the community. The community park is oriented primarily toward providing recreational opportunities not feasible in a neighborhood park. This type of park should be developed for both active and passive use.

(a) A community park serves several neighborhood areas, and should therefore be conveniently accessible by automobile and include provisions for off-street parking.

(b) The optimal size for the community park is between 40 and 150 acres. This size should be based on its intended use and the population residing in the service area. Natural features such as terrain, tree cover, flood prone areas, and water features are all factors to be used in selecting and sizing this type of park.

- (c) Activities provided should include both active and passive space.
- (d) Space for active uses normally associated with neighborhood parks including field and court games.
- (e) Passive spaces more extensive than the neighborhood park for trails, natural areas, picnicking, and ornamental or natural landscape areas.
- (f) Facilities for cultural activities such as plays or concerts, and possibly an amphitheater.
- (g) Lighted or unlighted athletic fields or facilities may be placed in community parks provided careful thought is given to their design and location.
- (h) A community park should be well removed from the residential environment due to the traffic, noise, and lights associated with the sports complex.
- (i) Based on use, accessibility and other requirements, the Community Park should be located in a nonresidential area served by major thoroughfares.
- (j) Sites are not recommended to be less than 40 acres with the optimal site ranging upward to 80-150 acres, if demand is present.
- (k) Although community parks are designed primarily for competitive play by both young people and adults, other features should be included in the complex. Among these are play apparatus, court game space, picnicking facilities, and trails.
- (l) Support facilities in a sports complex include restrooms, concessions, multi-purpose building(s), and maintenance facilities.
- (m) Parking is a major consideration for the sports complex and spaces should be allocated to accommodate those currently participating, those lin-

gering following the previous games and those arriving to participate in the next scheduled game.

Open Space & Greenbelt Park

This classification applies to types of land which have characteristics either identifying them as undevelopable land or suitable for use as a component linking other park areas.

- (a) These spaces are generally natural corridors along creeks/flood prone areas or along easements containing a man-made feature.
- (b) There are no specific sizes for these spaces; however, establishing a minimum width is important to the function of the greenway, particularly if used as a location for a trail. This width should not be less than 50 feet. Where the greenway is on either side of a natural drainage course a minimum of fifteen feet shall be provided for foot traffic or motorized vehicles performing maintenance along the greenway.

Special Use Park

These parks or recreational spaces are identified by a single use, and fall into three categories:

- (a) Historical/cultural/social sites - which offer recreational opportunities because of their unique characteristics; as an example, the downtown square. Others might include ornamental gardens or special use structures.
- (b) Recreational facilities - single purpose facilities such as a senior center, community center, golf course, or marina.
- (c) Outdoor recreational facilities -



uses such as an aquatic center, equestrian facility, or possibly a special type of sports complex designed specifically for a single sport such as baseball or soccer.

(d) Town Hall or Urban Parks where special events may be held.

NEEDS ASSESSMENT & IDENTIFICATION

General Assessment

The Town of Fairview provides a unique setting and lifestyle for its citizens. Because of the geographic size of the Town and the population, Fairview, through its park board and council is able to closely monitor land development and park development.

At present many Fairview citizens utilize parks in Collin County specifically in Allen and McKinney. However, with the Wilson Creek Greenbelt and the 83 acre and 95 acre community parks available, the future park opportunities for Fairview are promising.

These community parks and greenbelts will provide unique passive recreation opportunities to Fairview. The challenge will be to acquire park land and develop park and recreation opportunities for neighborhood areas. For active or organized recreation Fairview citizens currently use adjacent cities' facilities for baseball, soccer, softball and football. This will be discussed in detail later in this section.

Public Meeting

In conjunction with the comprehensive

planning process, a public meeting was held on September 16, 2004 to receive citizen comments on the park and recreation need within the Town. The meeting was attended by approximately eighty to one hundred individuals. The following is a listing of comments received and recorded on the sixteenth.

- Spray Park/Community Pool
- Equestrian Trails
- Apple Tree Farm (Preserved)
- Preservation of land to west at Retail site
- Heard Museum Connection/Pre serve Wilson Creek
- CPDD Study Open Space/Parks
- Road Bikers/Trail
- Practice Areas for Active Recreation
- Connection to Lake Lavon
- Pedestrian Connect to Neighborhood Trails or Easements
- Historic Water Tower Preservation
- Dog Park

Standard-Based

This approach is used to assist in assessing the future recreational needs, and follows established and recognized standards for assessing the quantity of park land and the number of facilities that are needed to meet the needs of a given population.

Facility-Recreation Standard

One source is the National Recreation



and Park Association (NRPA). The NRPA has functioned as a source of guidance for park standards and development for a number of years. The NRPA's standards are suggested to be a guide for determining park and open space needs. From community to community, differences will be found in the socioeconomic and cultural characteristics, and in climatic conditions. Therefore, the range of demands and preferences for recreational activities will vary with these differences. Obviously, these variances will directly influence a uniform standard for all locations. NRPA is very specific to point out that their data are to be used only as a

guide to the development of local standards. Therefore, the NRPA provides input to the formation of local needs.

The Park Facility Standard Analysis ratio illustrated on this page has been prepared for the current Town population of 4,720 and for the future projected population of 20,217 for the year 2030. For purposes of this study the population figures will be rounded to 5000 and 20,000 respectively. This is a standard comparison which illustrates the level of services provided at 4,720 and what the projected facilities need would be for an anticipated population of 20,217 as illustrated on page 12. Again, it is important to note that these are a national standard and the comparison will vary from Town-to-Town and City-to-City.

**Park Facility Standard Analysis Ratio Using Existing Population of 5,000
Town of Fairview, Texas**

Facility	NRPA Standards	Current Fairview Inventory	Recommendation
Basketball	1/5,000	0	1/4,000=2
Tennis Courts	1/2,000	0	1/4,000=2
Baseball	1/20,000	0	1/5,000=1
Softball	1/5,000	0	1/5,000=1
Adult Softball	1/5,000	0	1/5,000=1
Football	1/20,000	0	1/65,000=1
Soccer	1/10,000	0	1/5,000=1
Playgrounds ⁽¹⁾	NS	1	(8) ⁽¹⁾
Picnic Tables	NS	4	1/300=16
Swimming Pool	1/20,000	0	1/20,000=1
Volleyball	NS	0	1/10,000=1
Trails	NS	Miles	As many as possible*
Recreation Center	1/20,000	0	1/25,000=1

Park Land Analysis

Park land analysis is also evaluated on the basis of population, as shown on page 12. This evaluation is a guide and analysis for park land comparison. The acreage required per 1,000 population varies for each park classification. For long range planning, this is a useful tool for determining future park land acreage.

Demand-Based Recreation Analysis - Game Field Capacity

A component of the park master planning process is the analysis of existing recreation facilities and recreational programs.

⁽¹⁾ One playground should be installed for each proposed neighborhood park.

NS = No Standard

NRPA = National Recreation and Parks Association

* As many as possible in order to provide a comprehensive system of pedestrian trails that connect residential areas to parks, schools and open space

* Facilities are rounded up.



Youth and adult sports leagues in Fairview utilize fields in adjacent cities. Fairview presently does not have organized competition level fields. Therefore, the demand-based recreation analysis will not apply to Fairview.

Although the Town does not presently need athletic fields, a fall-back plan for athletic field development could be the 95 acre park in the northeastern section of the Town. Additional information will be discussed in the recommendations section of this report.

**Park Facility Standard Analysis Ratio Using Population of 20,000 Built-Out Population
Town of Fairview, Texas**

Facility	NRPA Standards	Current Fairview Inventory	Recommendation
Basketball	1/5,000	0	1/4,000=5
Tennis Courts	1/2,000	0	1/4,000=5
Baseball	1/20,000	0	1/5,000=4
Softball	1/5,000	0	1/5,000=4
Adult Softball	1/5,000	0	1/5,000=4
Football	1/20,000	0	1/65,000=1
Soccer	1/10,000	0	1/5,000=4
Playgrounds ⁽¹⁾	NS	1	(8) ^d
Picnic Tables	NS	4	1/300=67
Swimming Pool	1/20,000	0	1/20,000=1
Volleyball	NS	0	1/10,000=2
Trails	NS	Miles	As many as possible*
Recreation Center	1/20,000	0	1/25,000=1

⁽¹⁾ One playground should be installed for each proposed neighborhood park.

Table assumes lighted facilities

NS = No Standard

NRPA = National Recreation and Parks Association

* As many as possible in order to provide a comprehensive system of pedestrian trails that connect residential areas to parks, schools and open space

**Park Land Acreage Analysis
Town of Fairview, Texas**

Park Type	Recommended Acres per 1000 Persons	Acreage for 5,000 Persons	Acreage for 20,000 Persons
Neighborhood	2.5 acres	12.5 acres	50.0 acres
Community	5 acres	25 acres	100 acres
Special	2 acres	10 acres	40 acres
Open Space/Greenbelts	6-8 acres	40 acres	160 acres
Area Per 1,000 Persons:	17.5 acres	87.5 acres	350 acres



FUTURE PARKS AND OPEN SPACE RECOMMENDATIONS

Future parks are distributed throughout the Town to serve the present and future residents of Fairview. Two controlling factors in the placement of future parks are the expected areas of residential growth and areas where parcels of vacant land exist commensurate with the area requirements of the future parks.

The types of parks to be included in the future park system are identified by the park classification corresponding to their relative mix of recreational uses. Future park size is dependent upon the requirements of these expected uses and the level-of-service determined adequate to serve residents residing within the park service areas.

The future park plan identifies the location of future parks on a conceptual basis. The park location is for a park service area. It is not intended nor proposed that the park location illustrated is the exact, specific property for the park. The park plan simply demonstrates an area where acquisition and development of a park is needed. The plan acts as a guide for staff to provide park services.

Existing Park Improvements

In addition to the future neighborhood park recommendations, a section has been prepared on improvements to the existing parks in Fairview. The improvements are based on site visits and analysis of existing facilities. The following are descriptions of these parks and re-

lated recommendations.

Creekside Park

Park Size: 7.0 Acres
 Park Classification: Neighborhood Park
 Park Facilities: Playground
 Picnic Pavilion
 Concrete Hike and
 Bike Trail
 4 Picnic Tables

Recommended Additions

- Nature Trail on the west side of Park
- Park Benches
- Wildflower Plantings

Thompson Springs Park

Park Size: 15.0 Acres
 Park Classification: Neighborhood Park
 Park Facilities: Undeveloped

Recommended Additions

The Town of Fairview has received a grant from the Texas Parks and Wildlife Department for developing this park. The proposed improvements, which are planned to begin in 2005 include:

- Playground Structure (ADA Compliant)
- Multi-Purpose Trail
- Picnic Pavilion
- Multi-Purpose Court
- Park Benches
- Nature/Interpretive Trail
- Picnic Tables
- Horseshoe Courts
- Wildflower Seeding
- Mass Tree Planting
- Bird Houses
- Wetland Pond Interpretation Dock
- Information Center/Kiosk & Town Historical Data



Summer Hill Farms

Park Size: 5.0 Acres
 Park Classification: Neighborhood Park
 Park Facilities: Undeveloped

Recommended Additions

The Town of Fairview has received a grant from Collin County for developing this park. The proposed improvements, which are planned to begin in 2005 and will be built in phases, include:

- Playground Structure (ADA Compliant)
- Concrete Trail
- Concrete Flatwork
- Picnic Pavilion
- Park Benches
- Picnic Tables
- Trash Receptacle
- Tree Planting
- Turf Establishment
- Irrigation System

Murray Farm Parkland

Park Size: 4.76 Acres
 Park Classification: Neighborhood Park
 Park Facilities: Walking Trails

Recommended Additions

- Small Playground
- Small Pavilion
- Small Benches
- Concrete Sidewalk
- Picnic Tables

Bridlegate Open Space

Park Size: 2.74 Acres
 Park Classification: Open Space
 Park Facilities: Existing 60% Landscaping Buffer

Recommended Additions

None at this time

95-Acre Sports Park

Park Size: 95.0 Acres
 Park Classification: Community Park
 Park Facilities: Undeveloped

Recommended Additions

None at this time

83 Acre Park

Park Size: 83.0 Acres
 Park Classification: Greenbelt Park
 Park Facilities: Undeveloped

Recommended Additions

This will be a major access point to the Wilson Creek Greenbelt and future trail system in Fairview. Proposed improvements could include:

- Nature trails
- Concrete hike and bike trails
- Parking lot for trail-head parking
- A pedestrian bridge across Wilson Creek to connect to the neighborhood area south of Wilson Creek.
- Large picnic pavilion for 150 to 200 people
- Playgrounds
- Restrooms
- Picnic Open Space

Sloan Creek Park / Greenbelt

Park Size: 4.27 Acres
 Park Classification: Greenbelt Park
 Park Facilities: Hike and Bike Trail

Recommended Additions

None



Town Center

Park Size: 16.93 Acre
 Park Classification: Special Park
 Park Facilities: None

Recommended Additions
 None

Domain Park (HOA Owned)

Park Size: 2.82 Acre
 Park Classification: Neighborhood Park
 Park Facilities: Ponds
 Arbor
 Walking Trail

Recommended Additions
 None

Heritage Ranch

Recommended Additions
 None

Fairview Meadows

Recommended Additions
 None

Plan, this Parks Plan is recommending eight (8) additional neighborhood parks within the Town limits. This is approximately 50 to 80 acres of additional park land. The following is the development criteria for a neighborhood park.

- Neighborhood parks should range in park acreage size between five (5) to ten (10) acres.
- When it is possible to combine an elementary school with this type of park, these two land uses further enhance the identity of the neighborhood by providing a central location for recreation and education and a significant open space feature within the neighborhood.
- The neighborhood park should be located near the center of a neighborhood area/park planning area and have a service area of approximately one-half mile to one-quarter mile.
- The size should be related to the service area population and the menu of activities chosen for placement in the park. Five to ten acres is the optimal size for this park.

Future Neighborhood Park Acquisition and Improvement

As stated previously, the neighborhood park is considered to be the core in a municipal park system. The Town of Fairview has a distribution of park land within the core area of development within the Town limits. Based on the planning criteria for neighborhood parks, population projections, and the Future Land Use

- Safe and convenient pedestrian access is considered important to a neighborhood park location.
- Generally, the location should not be adjacent to a heavily traveled major or minor thoroughfare.
- Facilities normally provided at a neighborhood park consist of:
 1. Playground equipment for small children



2. A multiple purpose hard surfaced play area
3. Playfield space for non-organized competitive games.
4. Passive space possibly for a pavilion with tables and grills, drinking fountains and sitting areas
5. Off-street parking is a consideration if users are beyond an acceptable walking distance or if users need to drive to access the park
6. It is not desirable to light athletic facilities in a neighborhood environment since lighting is often objectionable to nearby residents; however, some lighting for security purposes should be incorporated into the park.
7. The allocation of space in the neighborhood park should be approximately 50 percent passive area and 50 percent active area. The above facilities are those generally considered for active space. The passive space should be used to develop the character of the park by creating an open landscaped setting with trails, sitting area, and picnic space. This park becomes an integral part of the neighborhood.

A community park should be located to geographically serve the Town of Fairview, and should meet the following criteria:

- A community park serves several neighborhood areas, and should therefore be conveniently accessible by automobile and include provisions for off-street parking.
- Activities provided should include both active and passive space.
- Space for active uses associated with neighborhood parks including field and court games.
- Passive spaces more extensive than the neighborhood park for trails, natural areas, picnicking, and ornamental or natural landscape areas.
- Facilities for cultural activities such as plays or concerts, and possibly provide an amphitheater.
- Fields for baseball and other sports and unlighted athletic fields may be placed in community parks provided careful thought is given to their design and location.
- Construction of a sports complex for baseball, soccer, football, or possibly tennis, brings together, at a single site, those facilities which are expected to meet the community needs.
- A sports complex should be well removed from the residential environment due to the traffic, noise, and lights associated with the sports complex.

Future Community Park Improvements

As previously mentioned the Town of Fairview has adequate community park land. The eighty three acre park and the ninety five acre park will provide enough park land for community parks. The recommended uses for these parks are documented in the individual park sheets. The following criteria are listed for typical development guidelines.



- Based on use, accessibility and other requirements, the sports complex should be located in a nonresidential area served by major thoroughfares.
- Although sports complexes are designed primarily for competitive play by both young people and adults, other features should be included in the complex. Among these are play apparatus, court game space, picnicking facilities and trails.
- Support facilities in a sports complex include restrooms, concessions, multi-purpose building(s), and maintenance facilities.
- Parking is a major consideration for the sports complex and spaces should be allocated to accommodate those currently participating, those lingering following the previous games and those arriving to participate in the next scheduled game.

Greenbelts and Open Space

Wilson Creek Greenbelt provides a unique recreation opportunity for the citizens of Fairview. Preservation of this floodplain for permanent open space will benefit the Town as well as the natural environment. The heavily wooded creek corridor will provide passive opportunities specifically to citizens of Fairview and Collin County. In addition to the greenbelt, the Wilson Creek Corridor will allow direct access to Lake Lavon and the U.S. Corp of Engineer parks, thus providing additional open space and water-oriented recreational opportunities.

greenbelt parks. The standard for a population of 7,000 is 56 acres. Criteria and options for obtaining this open space is discussed in the implementation section of this Parks & Recreation Open Space Master Plan. Typical development criteria for greenbelts are listed below:

- These spaces are generally natural corridors along creeks/flood prone areas or along easements containing a man-made feature.
- There is no specific size for these spaces; however, establishing a minimum width is important to the function of the greenway, particularly if used as a location for a trail. This width should not be less than 50 feet. Where the greenway is on either side of a natural drainage course a minimum of fifteen feet shall be provided for foot traffic or motorized vehicles performing maintenance along the greenway.

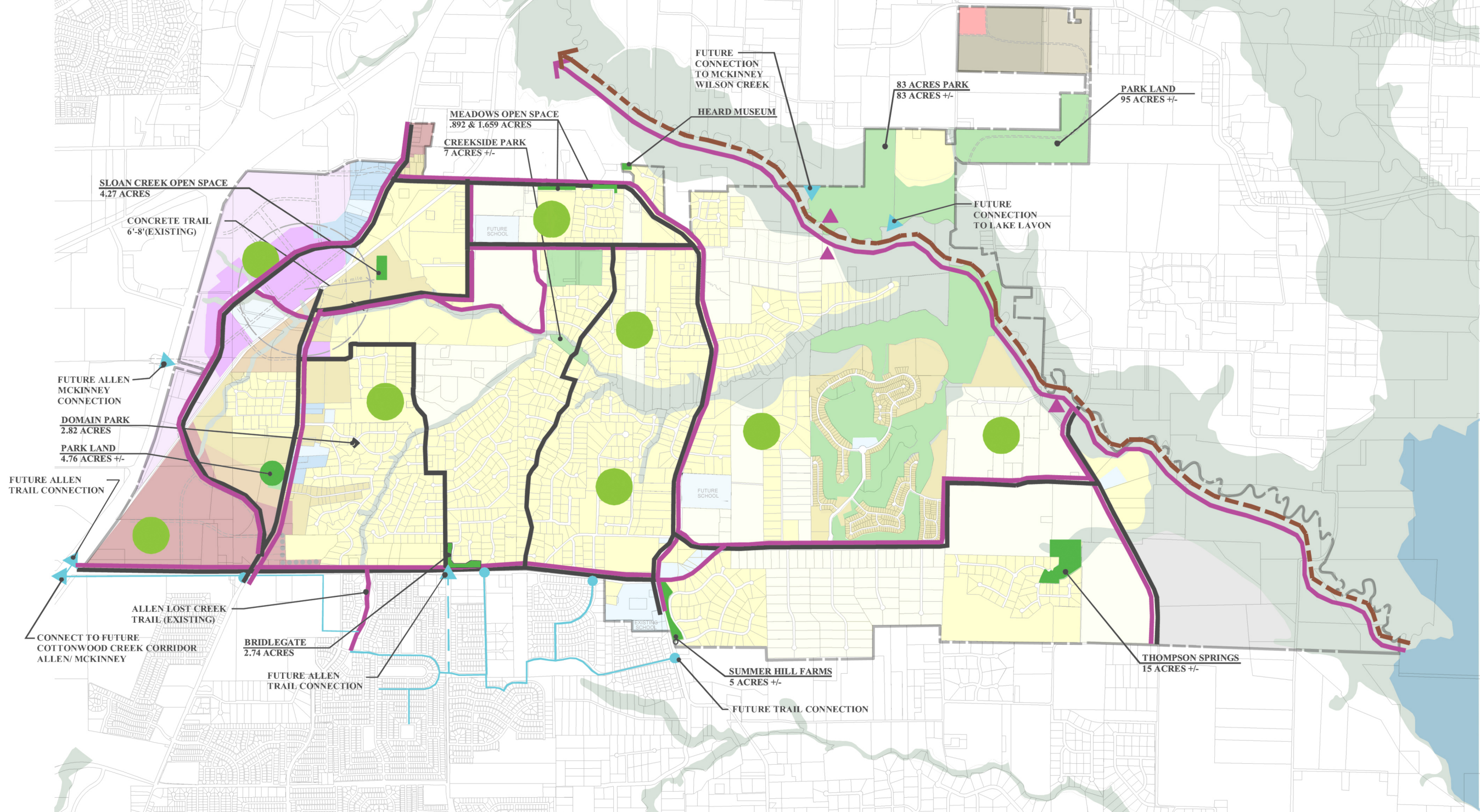
Special Use Parks

The Town presently has approximately 20 acres of land dedicated in the north section of the Commercial Planned Development District (CPDD). The tract is designated to be used as a future Town Center which will be the site for the Fairview Town Hall. In conjunction with this development a portion will be developed as a park. It has been discussed that this park will provide much needed open space in this dense community development. One recommended use would be a dog park which will provide open space for pets. This park should be carefully master planned to address community needs as the CPDD develops.

HNTB Fairview currently does not have any

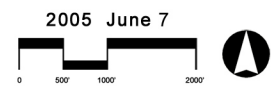
The Future Land Use Plan serves as a guide for future development and represents policy and generalized land uses proposed for the Town of Fairview. THIS IS NOT A ZONING MAP.

FUTURE PARK PLAN



- Legend**
- Future Neighborhood Parks
 - Proposed Trails
 - ▲ Future Trail Head
 - - - Equestrian Trails
 - Thoroughfare
 - Floodplain
 - Parks / Golf Course / Equestrian
 - Residential Estate Country
 - Residential Estate
 - Residential Suburban
 - Residential Townhome
 - Residential Multi-Family
 - Residential Mix
 - Retail Village
 - Commercial Mix
 - Professional Office
 - Multi Use
 - Mixed Use
 - Institutional (Schools, Town Facilities)
 - Utilities
 - Buffer

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TRAIL SYSTEM PLAN

Trails are an important component of the future park system as they serve recreational, transportation and linkage purposes. In Fairview the transportation and linkage aspects of a Town-wide trail system will serve the need for recreational walking, jogging and biking while also providing pedestrian access to parks, open spaces and public facilities.

The locations of Hike Bike Trails will be at these locations. The Wilson Creek Corridor and a portion of Sloan Creek will provide a nature or natural setting for trail system. It is proposed the trails would be in the floodplain of Wilson Creek. The other location will be predominately adjacent to major thoroughfares. As the thoroughfare develop, a hike and bike trail system can be developed in the right-of-way of the thoroughfare. This will provide an urban mode of pedestrian transportation within the town.

Potential Neighborhood Connector Trail

There are several possible trail connectors within existing neighborhoods that would provide pedestrian access from neighborhood to neighborhood. These connectors are only illustrated as a potential or possible connection for neighborhoods. The Town of Fairview would only implement or acquire one of these trail connections in cooperation with the adjacent property owners. The town will not condemn or acquire the neighborhood connection without cooperation of homeowners.

Purpose of the Trail System Plan

First and foremost, the Trail System Plan will serve as a planning tool for the Parks and Recreation Board and Town staff. It will also serve to create a vision for a trails and greenway network and assist public and private entities who wish to contribute funds or resources to the development of the system. Another key purpose of the trail plan is to serve as a basis for coordinating with other city departments, to reduce conflicts with their development activities including utility installation, transportation, water quality, storm water runoff, planning services and other activities.

Design Considerations

Following is a general discussion of the parameters associated with trail design and construction. The conclusion of this section contains recommendations for the design and construction of the Fairview Trail System.

Types of Trails

Separated Trails – Separate trails and trail systems are provided for each type of trail user, e.g. bicyclist, pedestrian, skaters.

Shared Trails – Trails are shared by two or more user groups but design parameters restrict the use of the trail by some groups.

Multi-use Trails – All trail user groups occupy the same trail or trail corridor. The physical design of the trail must

be modified accordingly, to accommodate the demands of the expected user groups.

Trail Surfaces

Natural Surface – Natural surface trails utilize the existing natural surface. These trails are primarily used for walking and possibly cross country trails. Drainage is key to trail corridor safety and maintenance. Use appropriate grading techniques and soil stabilization, such as grass seeding, plantings, erosion control blankets or rock rip-rap to minimize hazards to users. Natural surface trails should not be used during periods of wet weather to prevent surface damage and should be so signed at trailheads.

Mulch – Mulching a trail can be an effective treatment for trails in clay soil areas. To avoid washouts and watershed deposits, mulching should be avoided in areas of steep terrain. Many types of mulch can work, but one of the most effective and least expensive, long-lasting treatments is hardwood mulch.

Boardwalk – Trails should avoid sensitive environmental areas, low areas, wetlands or flood plains. However, trails in wetlands can be useful as educational corridors. Boardwalks allow existing drainage patterns and a site’s hydrologic conditions to be preserved while providing access to areas of interest. Boardwalks minimize construction damage and prevent user disruption to fragile ecosystems. Areas for which boardwalks should be built include marshy or wet sites in the immediate vicinity.

Concrete – While initially more expensive than other material choices, concrete is the longest lasting trail surface with an expected life span of 25 years or more. It requires the least maintenance of any trail surface material. Only saw cut expansion joints should be used to avoid differential settling due to freeze/thaw and wet/dry cycles. Concrete is suitable for poor sub-soil conditions, but is more expensive to repair. Non-skid medium broom finish is ideal for bicycle traffic. Concrete is less desirable for jogging paths. Concrete is generally the material of necessity for trails.

Multi-Use Trail Width

The most appropriate width for multi-use trails has been one of the most discussed topics of parks and recreation construction. Following are the widths required for several different scenarios of common trail usage.

- The minimum width to meet ADA (American Disability Act) guidelines is thirty-six inches (36”); however, this width does not allow traffic flow in both directions and therefore should not be considered.
- A five-foot width is the minimum width to allow wheelchairs traveling in opposite directions to pass unimpeded; even so, at this width the occupants must maneuver to the very edge of the trail.
- Two people walking side by side meeting a bicycle from the opposite direction would require a minimum width of eight feet (8’) and a comfortable width of ten feet (10’). However, two people walking side by side and being passed from behind by a bicycle would require a com-

comfortable width of twelve feet (12'), because the bicycle passing them on the narrower width will result in the pedestrians being startled or require the bicyclist to slow excessively.

- Two bicyclists pedaling side by side require a minimum width of 5.3 feet and a comfortable width of eight feet (8').
- Two bicyclists traveling in opposite directions require a minimum of 6.5 feet to pass and a comfort width of 10.9 feet.
- Two bicyclists traveling side by side, meeting a bicyclist from the opposite direction or another bicycle passing them requires a minimum width of nine feet (9') and a comfort width of twelve feet (12').
- A multi-use pathway should never be less than eight feet (8') wide with a desired width of ten-feet. Most often the determining factor in trail construction is the length, width and the construction budget.

Vertical Clearance

The absolute minimum vertical clearance for multi-use trails is 8.2 feet, and 9.5 feet is the minimum comfortable height. The vertical clearance may need to be greater to permit passage of maintenance vehicles. Clearance in undercrossings and tunnels should be ten feet (10') for adequate vertical shy distance.

Longitudinal Slope (Grade)

Grades on off-street paths should be kept to a minimum, especially on long inclines. Grades greater than five (5) percent are undesirable because the ascents are difficult for many bicyclists and the descents cause some bicyclists

to exceed the speeds at which they are competent. ADA guidelines stipulate that anything exceeding five percent (1 foot rise in 20 horizontal feet) is a ramp and must be constructed with handrails, a maximum rise of thirty inches (30") in a maximum length of thirty feet (30') and must have a 60" x 60" landing at the base and the top. Therefore, to be in compliance with ADA guidelines trail ramps cannot exceed an 8.33% slope (1 foot rise in twelve horizontal feet).

Signage

Adequate signing and marking are essential on multi-use trails, especially to alert users to potential conflicts and to convey regulatory messages to both users and motorists at street intersections. In addition, guide signing, such as those indicating destination, direction, distance, route numbers and names of cross streets, should be used in the same manner as they are on highways.

Access Points

Although access to the trail will usually be available at every road crossing, the users of the trail should be encouraged to enter the trail at specific access points. By designating specific points of access, there may be an elimination of possible encroachment on private property, as well as, preventing possible congestion at busy road crossings.

Lighting

Lighting of the multi-use trail should be carefully considered. Especially if the off-street routes are intended for trans-

portation purposes, many trail commuters may need to travel during poorly lit morning and evening hours. Fixed source lighting reduces conflicts along paths and at intersections. In addition, lighting allows the trail user to see the path direction, surface conditions and obstacles. Lighting should also be considered through underpasses, tunnels, intersections and when night-time security could be a problem.

The standard horizontal illumination level is 5 lux (0.5 foot candle) to 22 lux (2 foot candles). Where special security problems exist, heightened illumination levels may be considered, within the requirements of the Town’s current “Dark Skies” Ordinance.

Equestrian Trails

Public input received from citizens during the needs assessment and public hearing process indicated the need for equestrian trails. The plan is recommended development of an equestrian trail within the Wilson Creek Flood Plain. The trail would be a separate trail from the pedestrian trail also proposed in the Wilson Creek Flood Plain. The equestrian trail would be a natural native soft surface. Final trail alignment and location should be determined in the field by experienced equestrians. Development of the equestrian trail should avoid as many pedestrian/equestrian conflicts as possible. Trail Head or parking lots should also be designed to accommodate truck/horse trailer parking.

Location of Trail in the Corridor

In addition to locating the trail corridor from its point of origination to destination, the specific alignment of the trail within the corridor must be determined. Following is a listing of items for consideration when selecting the actual alignment of the trial within the corridor as excerpted from NCTCOG’s Bicycle and Pedestrian Facilities Planning and Design Guidelines.

- Always locate with trail drainage in mind; specifically water concentration, erosion control, sediment filtration, etc.
- Do not locate on extreme terrain.
- Locate at least one route which is suited to all-season use.
- Contour trail grades to fit existing topography and to reduce structures necessary to control drainage.
- Locate the trails far enough away from stream banks and shorelines of lakes to allow for natural vegetative filtration of the runoff water.
- Provide spur trails to points of interest in environmentally sensitive areas.
- Provide overlooks and observation points for scenic vistas and interpretive features.
- Provide safe, quick crossings of roads, railroads and utility rights-of way.

Traffic Control Devices

Pedestrian signalization designed to accommodate a one meter (3.2 feet) per second walking speed, should be provided at major streets where traffic volume and speed is high. ADA stipulates that where provided, buttons shall be raised or at least flush and a minimum of



1.9 centimeters (3/4 inch) in the smallest dimension. The force required to activate controls shall be no greater than 22.2 N (5 lbs). Additionally, controls shall be located as close as possible to the curb ramp and, to the maximum extent feasible, shall permit operation from a level area immediately adjacent to the controls and a maximum of 122.7 centimeters (48.3 inches) high.

To provide clear visibility of pedestrians approaching intersection crosswalks at night, the approaches and all street corners should be well illuminated. All intersection lighting should illuminate the crossing and waiting areas and/or create backlighting to make the pedestrian silhouette clearly visible on approach. All commercial, entertainment, school and other pedestrian traffic generating corridors and spaces should be well illuminated. Raised islands in crossings should be cut through level with the street or have curb ramps or other sloped area at both sides. There should be a level area 121.9cm (48 in) long minimum and a minimum of 91.4cm (36 in) wide in the part of the island intersected by the crossings.

Off-Street Trail Width

In off-street applications the trails shall be a minimum of ten feet (10') wide; where feasible the more comfortable 12.5 foot width shall be used.

Trail Surface

All multi-use trails within the Fairview trail system shall be constructed of concrete.

Access Points/ Trail Heads

Trail Heads shall be served by parking lots accommodating ten to twenty parking spaces. Trail Heads should be located adjacent or a short distance from main trail corridors and located at each main trail terminus. Design elements of the trail head should include a drinking fountain, benches, stretch post or other equipment to encourage and facilitate stretching exercises, and a mounted map of the trail system with the present location indicated.

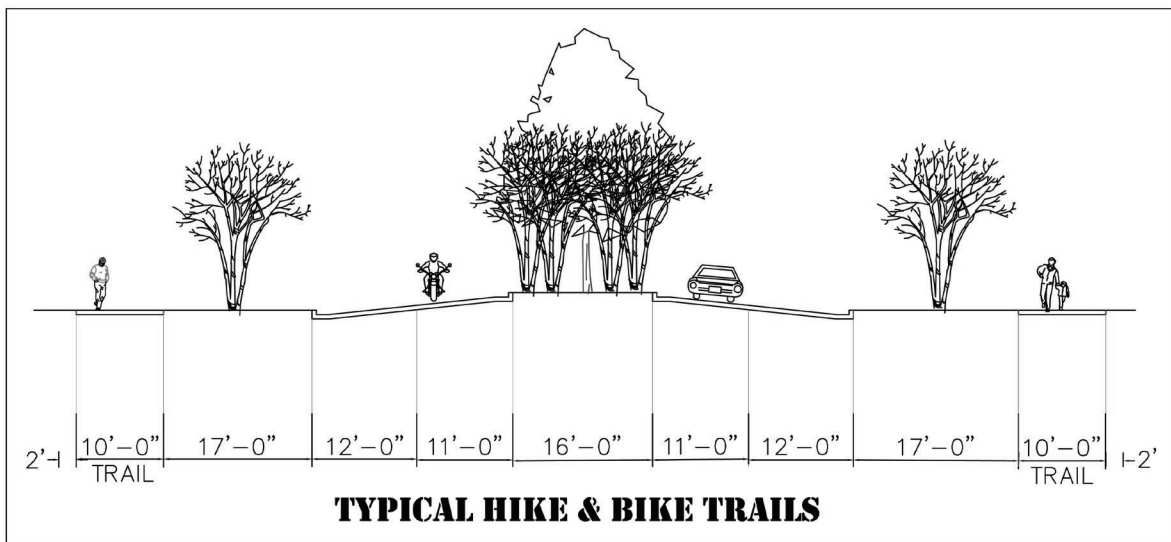
Trail Signage

Warning signs shall consist of the traffic control signage and devices indicated in the design guidelines.

Directional signage is imperative to facilitate user comfort and confidence, thereby ensuring optimal use of the trail both from the standpoint of participation/ occupancy levels and enjoyment level of the participants. At trail intersections signage should be provided that indicates destinations of the various trail branches and a distance to each destination. The cardinal directions should also be indicated. Consideration should be given to providing a map of the trail system at each intersection of major trail branches.

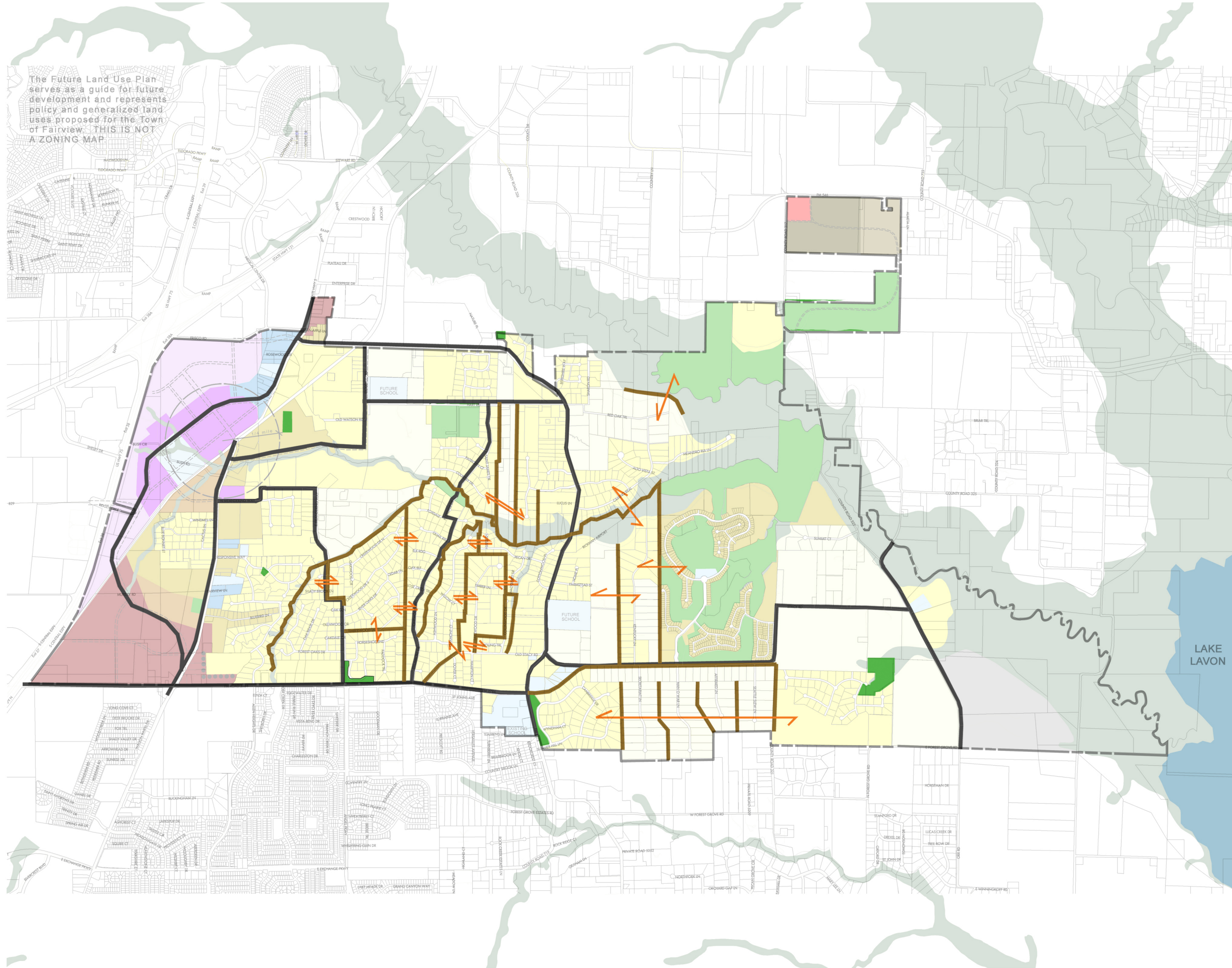
Within residential neighborhoods, in addition to the aforementioned signage, the pavement surface shall be demarcated in such a manner that trail users will be able to follow the trail routing through the neighborhood without becoming confused and possibly taking a wrong turn.

Spur trails linking neighborhoods to parks and schools shall have a definite indication at the trail terminus so trail users unsuspectingly traveling into the neighborhood are made aware that the trail system ends at that location. Provision of a map indicating the direction to the main branch of the trail would be beneficial at these locations.



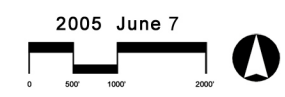
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POTENTIAL NEIGHBORHOOD CONNECTOR TRAILS



- Legend**
- Floodplain
 - Parks / Golf Course / Equestrian
 - Residential Estate Country
 - Residential Estate
 - Residential Suburban
 - Residential Townhome
 - Residential Multi-Family
 - Residential Mix
 - Retail Village
 - Commercial Mix
 - Professional Office
 - Multi Use
 - Mixed Use
 - Institutional (Schools, Town Facilities)
 - Utilities
 - Buffer
 - Potential Neighborhood Connector Trails
 - Neighborhood Areas

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IMPLEMENTATION

Identified within this section are the ways and methods of implementing the Parks & Recreation Open Space Master Plan recommendations. Critical to its implementation is the action plan, which should be developed annually by the Town of Fairview.

Policies and Ordinances

The accuracy of these implementation mechanisms is dependent upon the proper coordination of input from contributing bodies including Town officials – elected and appointed, Town staff, the associated school districts, surrounding municipalities, sports groups, and most importantly the citizens of Fairview. All parties must communicate and work collectively toward common goals. Only this will ensure the successful development of the park system. An example of this communication at the staff level would be the incorporation of the Parks & Recreation Open Space Master Plan during review of proposed development plans by the Town staff.

Ordinances provide the legal framework for implementation of this Parks Plan, and therefore aid in park system development and protection. Outlined below are several ordinances directly related to park land acquisition and development.

Watershed Management & Drainageway Ordinances

These ordinances protect and preserve

greenbelts and floodplains. They provide a tool to manage the drainage and floodplains within Fairview. The ordinances respond to Federal Emergency Management Agency (FEMA) and National Pollutant Discharge Elimination System (NPDES) mandates for cities. These tools may be drafted in a format as restrictive as the Town wishes. The Town may require partial or total donation of the floodplain. Management of these areas will preserve the undisturbed natural area of Wilson and Sloan Creeks and their tributaries within Fairview and possibly reduce flood damage. A reciprocal benefit of the preservation of these areas would be their use as linear greenbelts and connections to destinations throughout the Town.

Funding Sources

This Parks & Recreation Open Space Master Plan recommends the development of a number of new parks, and further development in some existing parks. Once completed, these recommended improvements represent a substantial public investment in parks and open space as the Town grows and develops. The various sources of funds for these improvements is as important as the diversity of those sources. When there are several sources of funds for implementing this Plan, then no one source is over-burdened and the Plan has a better probability of being successfully implemented. The sources discussed below relate to the purchase and/or development and renovation/expansion of park land and facilities.

General Fund



This source of funding is supported by ad valorem tax revenues and is generally the primary source of funds for maintenance and operation of the existing park system. The general fund is also the source for projects requiring smaller amounts of capital investment. Although projects funded by this source make a small annual contribution to the expansion of the park system, analysis over a number of years usually reflects a major accomplishment in improvements to the park system.

Bonds

Bonds are generally the most common source used by municipalities for the purchase of land and for providing development monies. There are three types of bonds which are used for parks, the first two of which must be approved by referendum.

General Obligation Bond

The General Obligation Bond is amortized using ad valorem taxes and is used for the funding of capital projects which are not supported by a specific revenue source. These projects include water service, sanitary sewer service, and park acquisition and development. The availability of bonding for parks is often dependent upon the overall municipal needs financed by this source. Capital items such as purchase of land and physical improvements with a useable life expectancy of 15 to 20 years can be funded with general obligation bonds.

Revenue Bonds

Revenue bonds finance projects which produce enough revenue to retire their debt, such as golf course and enterprise

oriented park projects.

Certificates of Obligation

Certificates of Obligation are bonds which allow municipalities to obligate debt for public improvement projects.

Private Donations

This source of financial assistance would usually come from a citizen, organization, or business which has an interest in assisting with the development of the park system. Land dedication is not an uncommon occurrence when property is being developed. The location of a neighborhood park within a residential development offers additional value to residential units within that neighborhood, especially if the residential development is occupied by younger families with children.

Private donations may also be received in the form of funds, facilities, recreation equipment, art or in-kind services. Donations from local and regional businesses as sponsors for events or facilities should be pursued. A Parks Improvement Trust Fund may be set up to manage donations by service organizations, benevolent citizens, willed estates and other donated sources. The purpose of this trust is to establish a permanent source of principle value that will increase as donations occur. The principal cannot be decreased; however, the annual interest can be used for park development.

Parkland Dedication Ordinance

The Town presently has a park land dedication ordinance in place. The Town should review this ordinance periodically to ensure the fees are adequate to ad-



dress park land acquisition and development.

Sales Tax Option

The passage of Senate Bill 376 in 1992 gave cities an economic development tool which provided a sales tax that could be levied for park and recreation purposes.

Under S.B. 376, a corporation separate from the Town must be created to manage the sales tax funds. The corporation's board of directors must have seven members, appointed by the Town Council. At least three of the directors must not be employees or elected officials of the Town. The corporation then manages the revenue from the sales tax for parks and recreation improvements.

The Town of Fairview has passed a one cent (\$0.01) sales tax under Senate Bill 376. Half of the one cent is utilized for economic development and is administered by the Fairview Economic Community Development Corporation, which is also called the 4A Board. The remaining half is administered by the Fairview Community Development Corporation, which is also called the 4B Board. The 4B sales tax can be used for new park improvements, existing park improvements, repair of existing park facilities, land purchase and park maintenance and reduction of the property tax.

Grant-In-Aid Programs

Grant programs provide funding assistance for various aspects of parks and recreational facilities. The grant-in-aid programs are usually matched programs, meaning the grant matches municipal

funds or services at a prescribed ratio, usually ranging from 50/50 to 80/20.

Texas Recreation and Parks Account (TRPA) Program

The Texas Local Parks, Recreation and Open Space Fund is administered by the Texas Parks and Wildlife Department (TPWD). The TPWD program allows a Town to request matching funds for both the acquisition and construction of park facilities. Currently, funds are available on a fifty percent (50%) cost share basis; the maximum amount a grant request can be for is \$500,000. The grant is secured through submission of an application which follows a standard format for applicants. All applications received are ranked on a point system which is designed to evaluate the need for the purchase or construction being requested. Funds are distributed among the applicants having the greater number of points until all allocated funds are expended. Applications to TPWD can be made semi-annually with a six-month waiting period following the submission date before the successful applications are notified. The number of applications a Town may submit at any given time is based on past performance on grants and TPWD evaluation criteria.

This funding source is used by many communities. The competitiveness of the program generally allows cities having bona fide park needs to prevail in obtaining funds.

The Landscape Cost Sharing Program

The Landscape Cost Sharing Program is administered by the Texas Department of Transportation. Fifty percent (50%)



Five-Year Action Plan - Park Land Acquisition Town of Fairview, Texas

RANK	ACTION	COMMENTS	ESTIMATE LAND VALUE	COST
1	Neighborhood Park Land Acquisition	Acquire three neighborhood parks. Acquisition of land is critical because of rapid development trends	15 to 21 acres \$50,000/acre	\$750,000.00 to \$1,050,000.00
2	Open Space Greenbelt Land Acquisition	Acquire as property is developed adjacent to floodplain	Dedicated to the Town	- 0 -
3	Special Use Park Land Acreage	Town Center site has been acquired	- 0 -	- 0 -
4	Community Park Land Acreage	Community Park Land has been acquired	- 0 -	- 0 -
			TOTAL TOWN OF FAIRVIEW REQUIREMENT	\$750,000.00 to \$1,050,000.00

cost sharing support is available for both highway and pedestrian landscape projects on routes within the designated permanent state highway system. Improvements to State Highway 5 and Stacy Road should be reviewed.

Urban and Community Forest Challenge Grant

Matching grants are available on a 50/50 cost share basis from the Texas Department of Forestry. A variety of projects including: program development, beautification and staffing, and training workshops are considered. These are relatively small grants of \$5,000 to \$10,000.

Transportation Equity Act for the 21st Century (TEA-21)

Approved in June 9, 1998, this Act made three billion dollars available to state and local agencies. Funds will be available for "transportation enhancement" projects including bicycle and pedestrian facilities, trails, rails-to-trails, historic preservation and similar projects.

Maintenance Fees and Non-Resident Fees

These fees are collected from users, and are used to offset the cost associated with the maintenance of the parks. Non-residents may be charged a fee for the use of Fairview facilities which is used to offset the cost associated with the programs. This decision should be reviewed with Town staff and the sports leagues.

Public Improvements District (P.I.D.)

When authorized by Town Council in compliance with state laws, new developments can establish a Public Improvement District (P.I.D.). As a taxing district, the P.I.D. provides funds specifically for the operation and maintenance of public facilities such as parks and major boulevards.

Tax Increment Financing District (T.I.F.)

A T.I.F. is a tool used by local government to finance public improvements in a defined area as approved by the Town Council. When an area is designated a T.I.F. district the tax base is frozen at the current level. As development occurs



within the T.I.F., and property increases in value, the tax increment between undeveloped and developed properties is captured. The tax increments are posted to a separate fund to finance public improvements' within the district.

Project Identification and Implementation

The Parks and Open Space Master Plan is a fluid planning tool which will guide the development and acquisition of new park land and recreational facilities. The master plan has identified the need for new parks, recreational, facilities, and restoration of existing parks. As with any public or municipal project, the amount of available funding or the potential to retire debt is the controlling factor in deciding which project or projects should be completed first.

Development of neighborhood parks is one of the main goals of the Parks and Recreation Board. The following is a development timeline and process the Town may use as a guide to acquiring and developing parks.

- Begin to secure and purchase the land to accommodate neighborhood parks. In order to provide park and recreation opportunities to Citizens of Fairview, the Parks and Recreation Board recognized the urgent need to acquire land for park use. Once land is purchased for development or other purposes the opportunity to provide land for public use is gone. Therefore the Board has set forth the following Park Land Acquisition Priority List. The Town should make every rea-

sonable effort to acquire the park land before opportunities vanish.

- Prepare preliminary master plans and cost estimates for development of the parks. Park developments are multi-faceted in nature and require proper planning and input from the citizens, Town staff, Town Council and Park Board. This input will determine what type of park facilities are to be placed in the park. This process serves to ensure the design of parks will meet the goals and objectives the Town of Fairview has established for that specific park, and that the ultimate users of the park the citizens of Fairview and surrounding area are served properly.
- The master plan for a park and preparation of construction documents for the proposed improvements will take an estimated 12 to 14 months.

Renovation projects for existing parks are typically smaller acreage and construction budgets. The renovations specified in this park master plan outline required improvements and some new construction. These types of projects generally receive money from the Town's general fund and/or a bond issue which requires voter approval. The Fairview Parks and Recreation Board would recommend a priority listing for the park improvements. This is based on the need within the Town of Fairview. Projects of this nature and scope would take approximately 6 to 8 months to complete. This includes development of plans and specifications and construction.



The following is a priority list of existing park improvement or renovation to existing parks in Fairview.

Recreation Facility Development Priority List

The Recreational Facility Development Priority List as outlined on this page represents the culmination of the Parks & Recreation Open Space Master Plan. It is the synoptic conclusion of the park

**Five Year Action Plan
Existing Park Improvements
Parks, Recreation and Open Space Master Plan
Town of Fairview, Texas**

RANK	ACTION	PARK	BUDGET/OPINION OF PROBABLE COST
1	Playground Multi-Purpose Trail Picnic Pavilion Multi-Purpose Court Park Benches Nature Trail Picnic Tables Horseshoe Courts Wildflower Seeding Mass Tree Planting Bird Houses Wetland Pond Dock Information Center	Thompson Springs	State Grant: \$ 310,500.00 Land Value: \$ 178,500.00 Town Contribution: \$132,000.00 Total: \$621,000.00
2	Playground Concrete Trail Picnic Pavilion Park Benches Picnic Tables Trash Receptacle Tree Planting Turf Establishment Irrigation System	Summerhill Farms	To be built in two phases <u>Phase I</u> Collin County Grant \$ 37,000.00 Town Contribution: \$ 74,000.00 Total \$111,000.00 (<u>Phase II</u> to be determined)
3	Trails Bridges Pavilions Playgrounds Restrooms Parking Lot	83 Acre Park	\$ 500,000.00 to \$1,000,000.00
4	Playground Pavilion Benches	Murray Farms Park Land Improvements	\$ 125,000.00
5	Nature Trail Park Benches	Creekside Park Westside/Phase II	\$ 25,000.00
		TOTAL TOWN OF FAIRVIEW REQUIREMENT	\$ 856,000.00 to \$1,356,000.00 ⁽¹⁾

* Budget Estimate is for 2005 Construction Cost.

(1) Total Fairview Requirement does not include any Phase II cost for Summerhill Farms as these estimates have not been developed.



master planning process. Review of the action plan by the Town staff, Town Council members, Fairview Parks and Recreation Board members and citizens will allow analysis of action item recommendations for acquisition, improvements and new facilities to enhance the quality of the Fairview Parks and Recreation System to maximum effect. The Recreational Facility Development Listing establishes a long term goal of major park and recreation elements and property acquisition the Town wishes to complete. This long term priority should be reviewed annually by the Town to ensure the elements are still listed in the priority illustrated by this document and the Citizens of Fairview.



SECTION 2: APPENDIX

This section presents the public involvement and communications aspects that play a critical role throughout the comprehensive plan process. The overview details, the effectiveness of the public involvement program, and the communication tools used to solicit community input into the comprehensive plan. The various approaches used during the development of the 2005 Fairview Comprehensive Plan are further examined in the following paragraphs.



Citizen involvement during the comprehensive plan process.

time, commitment, and deep-seated interest to give to their community, thereby becoming local players.

Communities can use different methods for engaging citizens in the comprehensive planning process. Engaging local participation includes different techniques used to inform citizens as well as methods for problem solving of local issues. These methods can range from open houses to community meetings and from surveys to advisory committees. The methods selected for doing a comprehensive plan must be tailored to a community's needs as well as its limitations.

Specific Methods

Based on Fairview's size, values, growth demands, time limitations, and fiscal considerations, town staff working with planners from HNTB Corporation and Dunkin Sims Stoffels, Inc. identified several methods to engage the public during the comprehensive plan process and solicit input from Fairview citizens. The methods included the following:

- Stakeholder interviews,
- Community-wide public meetings,
- Town-design workshop,
- Fairview Planning and Zoning Commission meetings, and
- Town's web page and other communication tools.

The methods used and their appropriateness throughout the comprehensive plan process are detailed below.

Overview

For the 2005 Fairview Comprehensive Plan to be a success, the planning process encourages all citizens in the community – residents, workers, and investors – to participate. Generally, people become actively engaged in the planning process because they either want to be involved in the community, they want to share their views with their neighbors and community leaders, or they have the

Stakeholder Interviews

During the first phase of Fairview's Comprehensive Plan process twenty-eight people took part in the stakeholder inter-



Stakeholder interviews involved Town officials and staff as well as residents and property owners.

views. The people interviewed included long-time town residents, active Fairview citizens, property owners, elected and appointed officials, town staff, and school district officials. The interviews took place at the Fairview Town Hall from March 29th through April 1st, 2004. The interview questionnaire included fifteen questions soliciting a range of responses from the obvious to personal observations. On average, each interview lasted twenty-five minutes.

Stakeholder interviews provided planners a with rare perspective of a community based on local empirical observations. Stakeholders represent a cross section of the community. A stakeholder is someone who has a personal interest in a community's well-being and long-term growth. A stakeholder does

not just live or work in the community; they invest their own time for what they consider the betterment of the place. Because of their personal involvement, stakeholders have a better understanding about the dynamics that shape the community's character and growth. Usually, stakeholders gain a certain respect among their neighbors and peers, thereby functioning as a community representative sharing the views and opinions of neighbors, friends, and business associates.

For planners, stakeholder interviews serve as a key means for information gathering. The stakeholder interview questions are reviewed by the town staff for clarity and to make sure that fundamental issues are addressed. The interviews help planners gain valuable information about what drives the area and people's desires for their community. Sometimes planners gain an understanding about local sacred cows or old skeletons hiding in a community's closet, but the real importance is to develop a community profile of local values that attracted people in the first place and how these values can be directed to foster an area's character and development.

For local residents, the interviews serve as the first tangible kick-off for the comprehensive planning project. The interviews also generate interest in the comprehensive plan at the start of the project. At the onset of the interviews, planners inform the stakeholders of the reason for conducting the stakeholder interviews and allow questions to be asked from the stakeholders. The information gathered is kept confidential and

is not shared with town staff, elected or appointed officials. Information from the interviews is not recorded in a statistical manner as to develop percentages of what answers were received. Instead, the information garnered was summarized to inform elected and appointed officials about the pulse of the community. This same information is used as a base for developing the initial vision statement and draft goals and objectives that will help guide the comprehensive planning process to its completion.

Town-Design Workshop

Some comprehensive plans incorporate a town-design workshop during the plan process to expand on issues related to planning and design. A town-design workshop is usually a two-day intensive process where professionals and citizens can collaborate on design projects, community development, and drawing a community together. The outcome of a town-design workshop usually is a dis-

play of design renderings and concept maps regarding what the community could be and to solicit public feedback.

As part of the Fairview comprehensive planning project a two-day town-design workshop was held inside the Lovejoy Elementary School cafeteria on July 15th and 16th, 2004. The Lovejoy Elementary School site was important because it is a known and easily accessible place in the community, is centrally located, and provided ample space. Citizens were encouraged to pull up a chair and talk about local issues and the comprehensive plan project. Sticky notes were provided so citizens could write their comments and place the notes in the areas of concern. Toward the end of each day, time was set aside to discuss the outcome of the day's work.

Community-wide Public Meetings

Work on any comprehensive plan can be a long process requiring many months of work and a broad range of information to build upon. In addition, the guiding foundation that supports all comprehensive plan initiatives is developed from the community values expressed by the local citizenry. To ensure that the comprehensive planning process achieves certain milestones, maintains its schedule of work, informs the public, and provides citizen-input throughout the planning process, planners incorporated several community-wide public meetings throughout the comprehensive planning process.

As part of the Fairview Comprehensive Planning process three community-wide



Citizens and planner discussing issues impacting Fairview's development during the two-day town-design workshop.

public meetings were held. The meeting dates were set at strategic milestones during the planning process to help move the plan forward. The first community-wide public meeting was held on May 25th, 2004, at the Heritage Ranch ballroom. The second community-wide public meeting was held on July 29th, 2004, at the Lovejoy Elementary School cafeteria, while the third meeting was held on September 16th, 2004, at the Heritage Ranch ballroom.

the town staff and the Fairview Planning and Zoning Commission, which functioned as the plan's advisory committee. Input received helped further refine the comprehensive plan process and provide better direction for the next stage of the plan.



First community-wide public meeting at Heritage Ranch.

The first community-wide public meeting helped to familiarize Fairview citizens with the comprehensive planning process and the schedule of the project. During the meeting citizens were informed about the input sought from the stakeholder interview process. Planners presented and solicited input regarding the existing land use map, issues confronting Fairview, the draft vision statement, and the draft comprehensive plan goals. Information received during the community meeting was shared with



Fairview residents reviewing alternative scenarios during the second community-wide public meeting.

The second community-wide public meeting touched on several key components from the first public meeting, either as background information or to update citizens. The main thrust of the meeting was to discuss the purpose and outcome of the two-day town-design workshop and to solicit public feedback regarding the alternative land use and transportation scenarios. Citizens were informed of the attributes and implications for each alternative scenario and then were asked for their input, which was recorded. Just like the first community-wide public meeting, the information collected was shared with town staff and with members of the planning and zoning commission. With the information received, planners started the initial work of developing the draft Plan.



Fairview residents review the draft Preferred Land Use Plan.

The draft land use plan was the main focus for the third community-wide public meeting. As with the first two public meetings, the third public meeting addressed the key components that led up to the third community-wide public meeting. The main topics of discussion for the draft land use plan – the transportation plan focusing on the alignments of Stacy Road and Country Club Road and the future land use plan highlighting the category Residential Country Preservation - were presented and planners again sought citizen comments regarding these aspects of the draft plan. Also discussed was the Parks and Recreation Master Plan process. Information received was discussed with town staff and with members of the planning and zoning commission.

Planning and Zoning Commission Meetings

From the beginning of the comprehensive plan project it was determined that Fairview's Planning and Zoning Com-

mission would serve as the advisory committee overseeing work on the plan project, starting in April 2004 and lasting until the plan's completion in late early 2005. There were numerous comprehensive plan advisory meetings during the course of the project. These meetings were open for the public to attend. Commissioners considered the information presented, asked questions and voiced topics to town staff and planners with HNTB, and provided guidance for the plan's development.



Planning and Zoning Commissioners overseeing work by planners on the Fairview Comprehensive Plan.

Town's Web Page and Other Communication Tools

From the start of Fairview's Comprehensive Plan process town staff started putting information about the comprehensive plan on the town's home page (www.fairviewtexas.org). The information provided Fairview's citizens with timely updates about the project's status and relevant issues to consider. Citizen comments could be directed to the town via the Feedback tab on the town's website homepage.

Other communication tools the town



used to generate interest in the comprehensive plan project included promotional displays such as signs at key intersections, write-ups in the Fairview Town Hall News, and making speakers available before local organizations. Of course, the time-tested means of neighbor chatting with neighbor proved to be as effective for generating public interest.



The First Settlers

According to the Federal Census of 1850, and as noted in the Texas Genealogy–The TXGenWeb Project website (www.rootsweb.com/~txcolli2/), many of the people who settled in today’s Collin County came from Southern and Mid-western states. These states included Arkansas, Georgia, Illinois, Indiana, Kentucky, Missouri, North Carolina, South Carolina, Tennessee, and Virginia. The largest contingent came from Missouri, Arkansas, Tennessee and Kentucky. Among these settlers, 87.5% were involved in farming occupations while artisans and professionals captured another 4.5%¹.

Topography and Springs

Much of the land that would eventually become Collin County tended to be flat grasslands generally along the western half of the county and wooded thickets along the eastern half². For the early settlers the choicest property was land with a spring or a creek running through it. The East Fork of the Trinity River and its major tributaries provided a break in the land. The roll of the land becomes apparent with numerous springs feeding the streams that find their way to the river below. These springs and creeks were numerous in and around the area that would become Fairview, Lucas, and McKinney. It was evident to the earliest settlers that this was desirable land, and the area became known as ‘Between the Creeks’ due to its plentiful springs and flowing waters³. Besides being attractive for farming and keeping stock, it would also provide for Collin County’s

first industrial operation.

Fitzhugh Mill

The Fitzhugh Mill was located in an area now considered to be a part of eastern Fairview near County Road 317. John Fitzhugh and his sons Robert and William built several mills near a large spring near Wilson Creek sometime in the mid-1850s⁴. Prior to coming to Texas, John and his brother George had operated a mill in Missouri. It was thought that the boiler and engine used in the mill were moved to the site from a community known as Millwood, south of today’s City of Lavon, where a mill was located until it burned down⁵.

The original mill was built as a grist mill and was of primary importance, but later the family added a saw mill to its works. Much of the hardwood timber used to build Collin County in its first decades came from the Fitzhugh Mill. Timber for the saw mill was harvested from the woodlands along the East Fork and Wilson Creek under what is now Lake Lavon⁶. During its time the Fitzhugh Mill was considered the best in the region; however, after Robert Fitzhugh died in 1872 the mill was neglected. Fitzhugh’s death coincided with the coming of the railroad to McKinney and other railroad stops where larger mills were built.

Early Transportation

As early as the 1850’s, a stage line ran between McKinney and Dallas. By the 1860’s, Sawyer and Fisher stage line provided daily service between Bonham and Waco via McKinney and Dallas⁷.



The Sawyer and Fisher operation maintained stations approximately fifteen miles apart, with the journey from Bonham to Waco taking four days. In 1858, Sawyer and Fisher developed a shorter route between McKinney and Dallas by cutting across Wilson Creek in the general vicinity of where US Highway 75 now crosses the creek⁸. State Highway 5 roughly follows the old stage line route through Fairview. Before 1858, stage lines had to travel approximately five mile due west from McKinney before turning south to Dallas on the Cedar Springs to Bonham Road.

According to historians, the path along the stage route was marked by "blazing" trees in the woodlands and on the post placed out on the prairie along the preferred route⁹. Blazing occurred by peeling off the bark of trees and post, revealing the white wood beneath. Back in the nineteenth century, blazing helped direct travelers out in the wide open prairies, much like today's highway markers direct travelers along the interstates and toll roads. The arrival of the railroad eventually put the stage line out of business.

century residents of Collin County and other North Texas communities. Today, the rail line still exists, but is owned by Dallas Area Rapid Transit as a potential regional passenger rail corridor.

HOUSTON & TEXAS CENTRAL RAILWAY.
On and after SUNDAY, NOVEMBER 9th, 1879, Trains will be run as follows:

GOING NORTH.				STATIONS.	GOING SOUTH.			
No. 11.	No. 7.	No. 5.	No. 1.		No. 5.	No. 4.	No. 8.	No. 12.
Leave Houston 7:00 am				Houston	Arrive Houston 7:00 pm			
Arrive New Orleans 2:55 pm					Leave Houston 7:45 pm			
Leave Houston 9:00 am				Houston	Arrive Houston 9:00 pm			
Arrive New Orleans 2:00 pm					Leave Houston 7:45 pm			
Leave Houston 10:15 am				Houston	Arrive Houston 10:15 pm			
Arrive New Orleans 1:00 pm					Leave Houston 7:45 pm			
Leave Houston 11:30 am				Houston	Arrive Houston 11:30 pm			
Arrive New Orleans 12:00 pm					Leave Houston 7:45 pm			
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Arrive New Orleans 11:45 pm					Leave Houston 7:45 pm			

BRANCH CONNECTIONS:
AUSTIN BRANCH:
 No. 27, No. 24, No. 22, No. 21, No. 20, No. 19, No. 18, No. 17, No. 16, No. 15, No. 14, No. 13, No. 12, No. 11, No. 10, No. 9, No. 8, No. 7, No. 6, No. 5, No. 4, No. 3, No. 2, No. 1.
WACO BRANCH:
 No. 33, No. 31, No. 29, No. 27, No. 25, No. 23, No. 21, No. 19, No. 17, No. 15, No. 13, No. 11, No. 9, No. 7, No. 5, No. 3, No. 1.

Branch Connections:
 From Austin connections are made with Nos. 9 and 2 Daily except Sunday.
 From Waco connections are made with Nos. 9 and 2 Daily except Sunday.
 From Dallas connections are made with Nos. 9 and 2 Daily except Sunday.
 From Fort Worth connections are made with Nos. 9 and 2 Daily except Sunday.
 From San Antonio connections are made with Nos. 9 and 2 Daily except Sunday.
 From Houston connections are made with Nos. 9 and 2 Daily except Sunday.

Trains Nos. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, and New Orleans and New York Branch, run daily.
 M. G. HOWE, Sup't. South. Div. and Austin Branch.
 G. A. QUINLAN, Sup't. South. Div. and Waco Branch.
 A. H. SWANSON, General Superintendent.

Houston & Texas Central Railway schedule, November 7, 1879. Source: Richard Niles Graham Collection, Archives and Information Services Division, Texas State Library and Archives Commission.

The first railroad to come into North Central Texas entered Collin County in 1872¹⁰. When it was built, the Houston and Texas Central Railway passed through what would one day be the Town of Fairview. This railroad line originated in Houston and continued northward to Sherman. In North Central Texas the line went through Dallas, Plano, Allen, and McKinney. The coming of this rail line resulted in dramatic changes to the economy and lifestyle of nineteenth-

In 1908, the Texas Traction Company constructed a sixty-five-mile interurban railway line from Dallas to Sherman¹¹. Unlike steam operated railroads that required significant distance to begin or to slow down, the electrically operated in-



terurban required shorter distances and occasionally could be waved down for passengers.

The tracks from Dallas to Sherman passed through what is now Fairview with regularly scheduled stops in Plano and McKinney. While not having regularly scheduled service in the Fairview area, the interurban was known to make occasional stops at the Bush family farm, where the Bush family had constructed a tall dam across Sloan Creek. The lake, known as Trolley Lake, was located south of the existing underpass at State Highway 5. The lake and nearby woods became a popular gathering spot for picnics or, for a small fee, to take a swim. Due to Trolley Lake's popularity, two other small lakes - Club Lake and Bush Springs - were constructed nearby. On the return home, visitors to the Bush family lakes would wave down the interurban and catch a ride back from where they started¹². Increased ownership in automobiles and trucks along with greater road building and highway improvements resulted in declining patronage for the interurban. On December 31, 1948, the Dallas to Denison line was discontinued, bringing a close to interurban transportation in Texas.

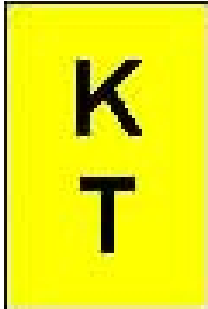
Today in Fairview there are four notable interior roads that define the community. The four roads include County Road 317, FM 1378 (Country Club Road), FM 2786 (Stacy Road), and State Highway 5. Two of these roads – FM 1378 and State Highway 5 – at one time provided much needed access between distant county seats, while County Road 317 and FM 2786 were one time local dirt

roads that continue to be improved to accommodate local growth and access.

FM 1378 was originally known as the Old McKinney-Rockwall Road that connected the county seats for Collin County and Rockwall County. Today, this scenic road is now referred to as Country Club Road or simply as 1378. This farm-to-market road not only provides access within Fairview from the northwest quadrant to the town's center, but it also serves as the main roadway pulling together the Lovejoy Independent School District.

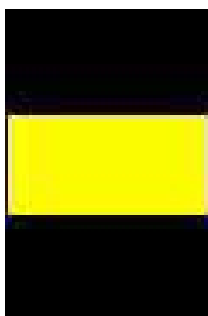
As noted above, today's State Highway 5 roughly follows the same path as the old stage line that connected McKinney with Austin via Dallas. At the start of the automotive age the old stage line route was a graded dirt road. The need to improve the local road was heightened in 1910 when the seventh annual Glidden Tour, a premier automobile endurance contest, came through North Texas. The tour entered Texas at Texarkana and crossed Paris, Bonham, and McKinney before proceeding to Dallas along the old stage line route¹³. The attention brought by the tour and the growing regional importance of Dallas to the south added to this highway's role in interstate and regional travel.

Between 1911 and 1925 private associations formed to promote their own regional cross-country highway interest. Known as 'Named Highways' or 'Auto Trails,' these roads were promoted by local automobile clubs and chambers of commerce. Today's State Highway 5 that traverses Fairview was the first of its kind for North Central Texas. National-



ly, it was christened the “King of Trails” and was identifiable using a road sign with a KT inside a yellow rectangle¹⁴. The King of Trails highway was also known as the “Pathway Joining Nations” with termini in Winnipeg, Manitoba, Canada, and Brownsville, Texas¹⁵.

In Collin County, the road was known as the Henry Exall Memorial Highway, in memory of Col. Henry Exall, a land developer and promoter of North Texas. Collin County cities along this path worked together to help fund and improve the roadway. Work got underway on the highway in January 1920 and was completed a year later¹⁶.



Tagging along the same road that went through Collin County was the Kansas-Oklahoma-Texas & Gulf Highway. This Named Highway played less on romanticizing its name and instead focused on the geographic aspects of the road. It was identifiable using a black bar on top, a yellow bar in the middle, and another black bar on the bottom of a rectangular road sign. Its termini were in Herington, Kansas, and Waco, Texas¹⁷.

With the Great Depression, the age of the auto trails began to fade as most of the promoting associations were forced out of business and the states started adopting numbered routes. The Henry

Exall Memorial Highway underwent additional construction and with its opening in 1936 was changed to Highway 75. In the 1950’s, limited access highways were the next generation of roadway to move travelers and goods fast and efficiently. In the late 1950’s, the Texas Highway Commission awarded a contract to construct 13.5 miles for a new limited-access US Highway 75 running parallel to the existing Highway 75 reaching to within 4.5 miles southwest of McKinney¹⁸. With the opening of the new US Highway 75, the older road was re-designated State Highway 5 as it is known today.

Lovejoy Schools

The Lovejoy Independent School District is a consolidation of several local schools that date back to the area’s original settlements. The school district’s roots go back to three schools – Willow Springs, Lick Springs, and Forest Grove - established in the latter half of the nineteenth-century that endured hard times, enrollment fluctuations, and the pressures of keeping up with today’s rapid growth.

The original school that would make up Lovejoy’s long history was called Willow Springs School. Willow Springs School was established in 1864 as a private school and got its name from the wooded springs nearby. Eventually, the school changed its name to Lucas School and became a public institution¹⁹.

The exact date when Lick Springs School was founded varies with some estimates going back to 1872. The school was along the Old McKinney-Rockwall Road

on a hill north of Sloan Creek. This would have been located approximately at the northeast side of today's Country Club Road and Camino Real in central Fairview. The school was named for the large, smooth holes found along the banks of Sloan Creek created from buffalo, deer, and other wildlife seeking the rare salt deposits along the creek's banks²⁰. The original log school house



*Old Photo of Lick Springs School
Source: Town of Fairview.*

was approximately 14 feet square with no windows²¹. There were two terms for the school during the summertime; however, there was no school in the winter because the school did not have a fireplace or stove to heat the structure²². By order of the Collin County Commissioners Court, the Forest Grove School was established in July 1884²³. Land for the one-room school was provided by James M. Snider, husband of Sarah Jane Fitzhugh Snider.

Eventually, the Lick Springs School and the Forest Grove School combined on July 2, 1917, establishing the Lovejoy



Original 'Red Schoolhouse' and today's Lovejoy Independent School District Administration Building

Common School, District Number 32²⁴. The site for the first school building was purchased from the Fitzhugh family. The existing red schoolhouse along FM 1378 south of Stacy Road was the original building built by the newly established school district. The School Board named the school in honor of Mrs. J.L. Lovejoy, an active clubwoman who took an interest in the school district by providing books, time, and money²⁵.

During the first half of the twentieth century population growth in the countryside of Collin County had either slowed or was declining. Low enrollment threatened the shutdown of several local schools. Eventually, the Lucas School was forced to close its doors. In 1963, residents of the Lucas and Lovejoy schools voted to consolidate the two schools as one. The three original schools had now come together as one, and the Lovejoy Common School Dis-

tract was now 17 square miles in size. Because Lovejoy was a common school district its tax rates were tied to the low county rate, thereby causing a financial burden. To remedy this problem the Texas Legislature ended all common school districts in 1978, thereby allowing school districts like Lovejoy to set their own rates. This change ushered in the Lovejoy Independent School District as it is known today.

Agrarian Economy and the Land

Throughout Collin County's history the primary crops included corn, cotton, oats and wheat. According to the Texas Agricultural Statistics Service, the main field crops grown by acreage in Collin County in 2003 were corn for grain, wheat (all), and sorghum for grain with lesser amounts of cotton (upland) and oats²⁶. Livestock inventory in the county was mostly focused on beef cows with a lesser number of goats.

While the first crop grown in Collin County was wheat in 1848, the main crop grown before the coming of the railroad was corn, surpassing wheat and oats, according to Collin County Pioneering in North Texas, by Captain Roy F. Hall and Helen Gibbard Hall. The Blackland Prairie soils that dominate most of Collin County are considered to be some of the most productive for growing crops; however, before the railroads arrived in the county, large scale farming was economically challenged because there were no local markets for what was produced and the closest port was in Jefferson, Texas – almost two-hundred miles east by wagon train. Only a few hundred



*Old Photo of the Fairview Grocery and Service Station
Source: Town of Fairview.*

accessible, it became economically feasible to plow larger acreage and to introduce other crops. Cotton bypassed corn as the main crop grown in the county by 1880 and continued to remain the dominant crop well into the early twentieth century. By 1885, almost all of the prairie land in the western portion of the county was in cultivation. In the early 1890's a market for supplying cordwood to Northern customers brought new interest to the eastern portion of the county. Clearing land with trees became economically feasible, and with the trees finally removed the land proved to be as productive for cultivation²⁸.

Collin County's agricultural economy was at its height by the end of the nineteenth century and the first decade of the twentieth century. In 1900 the county was rated as fourteenth in the nation among agricultural counties and McKinney, the county seat, was rated the richest city in the nation per capita²⁹. In the following decades agricultural production would drop. Poor soil management of the land resulted in erosion problems and the boll weevil resulted in drastic drops in cotton production. Beginning in the 1930s con-



ervation methods were embraced to better manage the land. Today, the rural Blackland Prairie soils so attractive for crop production over a century ago are now giving way to urbanization.



Over the years, people have been attracted to the Fairview area for various reasons. For some it is the rolling hills and trees, for others it is the big houses and large lots, and still for others it is the area's proximity to US Highway 75 and away from the hustle and bustle of the city. What attracts people to Fairview today is probably different from what appealed to its long-time residents, and it is not hard to comprehend that the town's draw in the future could be far different for tomorrow's new Fairview residents and workers.

Today, Fairview retains much of its small-town qualities that people have always appreciated, but the community continues to mature as the Dallas urban growth boundary expands northward. Fairview is filling up with its own version of suburbanization with cul-de-sacs, big houses on large lots, and people needing to get from here to there. There is a plan for single family suburban with such developments as patio homes and townhomes. This section examines the conditions influencing Fairview and its residents, workers, and investors. The section begins at identifying issues expressed by Fairview's stakeholders at the start of the comprehensive plan process. Next, the natural systems and the man-made influences, such as land use and transportation, are considered. Finally, the section looks into the demographic make-up of Fairview to understand how this community is positioned and how it relates both to the nation and its surrounding area.

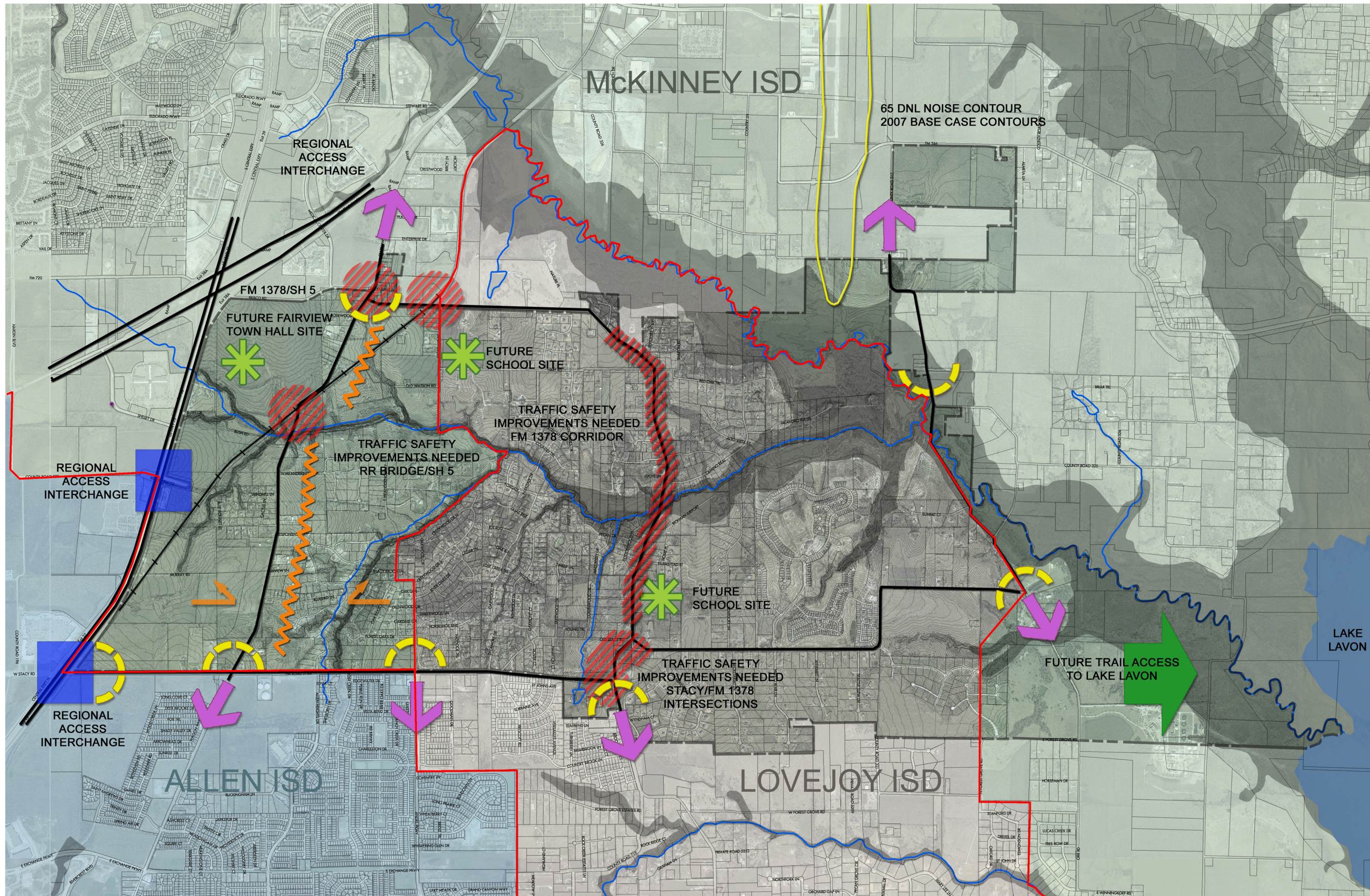
Issues

During the stakeholder interviews, discussions with town staff, and meetings with the planning and zoning commission, several issues stood out as challenges and opportunities defining Fairview's future growth and development. Some of these matters dealt with transportation and public safety, others with aesthetics and community image, while others were concerning future facilities, linkages, land use transitions, and potential growth for the town. As presented to the residents of Fairview, these issues were depicted in the Issues map shown on the following page.











The Issues map identifies the approximate location and gives a visual representation of the concerns expressed. These issues are defined further below:

Gateways – There were currently seven known gateways identified as having a significant signature for denoting Fairview as one crosses the Town boundary. Gateways are important visual features for representing community values for residents and visitors coming into the town. Most of these gateways were associated with major roadways crossing through the community, while one gateway was related to a minor road. The seven gateways identified included:

- State Highway 5 at Frisco Road/Country Club Road (FM 1378),
- County Road 317 on the north
- County Road 317 on the south
- Country Club Road just south of Stacy Road (FM 2786)
- Meandering Way at Stacy Road



Legend

-  Gateway
-  Future Facilities
-  Vehicular Access
-  Regional Access
-  Traffic Issue
-  100 Year Floodplain
-  Transition Zone
-  Primary Roadway
-  Freeway
-  School Districts

HNTB URBAN DESIGN + PLANNING

2004 MAY 25
0 500' 1000' 2000'



- State Highway 5 at Stacy Road
- Stacy Road at US Highway 75

Public Facilities – Three notable public facilities are planned within Fairview in the years ahead – the future Lovejoy middle school at Country Club Road northeast of Stacy Road, the future elementary school on Hart Road at Stoddard Road, and a proposed town hall within the Commercial Planned Development District (CPDD).

Vehicular Access – Six vehicular access points were identified from Fairview. These included State Highway 5 heading north into the City of McKinney, County Road 317 heading north into the City of McKinney, County Road 317 heading south into the City of Lucas, Country Club Road heading south into the City of Lucas, Meandering Way heading south into Angel Parkway in the City of Allen, and State Highway 5 heading south into the City of Allen

Regional Access – Two regional access points were identified with both coming off of US Highway 75 – one at Stacy Road and the second at Ridgeview.

Traffic Issues – Six traffic concerns were voiced by Town officials and residents, most notably as presenting public safety concerns. There were five traffic trouble spots noted that included the blind curve on State Highway 5 at the railroad bridge, Country Club Road approaching State Highway 5 from the east, Country Club Road at the railroad crossing, north-south Country Club Road, and the curved gradient Country Club Road where Stacy Road is split in two. Exist-

ing speed limits were also identified as a concern along Fairview’s roadways.

100-Year Floodplain – The 100-year floodplain along Sloan Creek, Wilson Creek, and their tributaries were identified. Sloan Creek snakes its way through the center of the community, while Wilson Creek either passes through or functions as the boundary between Fairview and the City of McKinney on the northeast.

Transition Zone – As part of the Commercial Planned Development District, existing State Highway 5 will provide commercial opportunities along both sides of the roadway. This commercial development along the eastern side of the highway corridor will present challenges for transitioning planned commercial land uses on the west with existing and future residential land uses on the east.

Primary Roadway – The primary roads identified in Fairview include east-west Stacy Road along the south side of Fairview; Country Club Road, which is east-west on the north side of Fairview then turns north-south through the middle of the community; north-south State Highway 5 on the western third of Fairview; and north-south County Road 317 at the eastern third of the community.

Freeway – Adjacent to the Town of Fairview on the community’s western side is US Highway 75, a limited-access north-south six-lane highway. Within the North Texas region, US Highway 75 connects Dallas on the south with Sherman-Denison on the north. On the northwest corner of Fairview is the US Highway 75/



State Highway 121 interchange. State Highway 121 is currently under construction with frontage roads replacing the two-lane highway. State Highway 121 connects McKinney north of Fairview with Fort Worth via Dallas-Fort Worth International Airport to the southwest. Future plans for State Highway 121 could include either a limited-access freeway design or a toll road.

School Districts – The Issues map identified three independent school districts (ISD) that either have a major influence on the Town of Fairview or a minor influence. The schools districts identified include the Allen ISD, the Lovejoy ISD, and the McKinney ISD.

Growth Potential East to Lake Lavon – The Town of Fairview still has opportunities for additional growth east of the community in the general area along Country Road 317 and Lake Lavon. This mostly undeveloped land area provides future potential for defining the Town’s character, enhancing its tax base, and providing recreational opportunities to its residents.

As part of the planning process for developing the comprehensive plan, these issues as identified provided initial guidance and direction for the development of Fairview’s alternative scenarios. Through public discussion and input, these alternative scenarios eventually helped give form to the draft plan chosen by Fairview’s appointed officials. The draft plan both influences the comprehensive plan elements and provides direction, as identified in this plan’s Implementation section.

Natural Systems

Many of Fairview’s residents cited the surrounding landscape as the main reason they were attracted to this part of Collin County. These natural systems have influenced growth in Fairview and much of Collin County. These natural features include floodplain, creeks, and lakes, slopes, tree cover, and soil types. These natural systems are discussed further below.

Most municipalities recognize the regulatory or 100-year floodplain as a preferred geographic data feature for identifying a floodplain area. The Federal Emergency Management Agency (FEMA) provides floodplain maps identifying the 100-year floodplain. What is in or out of this regulatory floodplain becomes important for implementing the National Flood Insurance Program. Most of this floodplain acreage in Fairview and its extra-territorial jurisdiction (ETJ) is along the Wilson Creek and Sloan Creek watersheds, while a smaller amount of land is inside the government boundary line of the U.S. Army Corps of Engineers’ Lake Lavon. Over time, as upstream development along Wilson Creek and Sloan Creek occurs and storm water runoff volume increases, the floodplain boundary line could be modified.

Wilson Creek and Sloan Creek are the two dominant creeks in Fairview. Wilson Creek partially serves as the northwest to southeast boundary between the Town of Fairview and the City of McKinney. The watershed for Wilson Creek and its tributaries captures a large portion of Collin County with Sloan Creek functioning as



one of its tributaries. Only the extreme northern sections of Fairview are within Wilson Creek's main branch watershed. The main channel of Sloan Creek meanders west to east through the middle of Fairview. Sloan Creek's main channel and its tributaries capture a large area of Fairview before flowing into Wilson Creek.

The soil characteristics of Fairview include the Houston Black – Austin Association, the Houston Black – Burleson Association, and the Trinity – Frio Association. According to the United States Department of Agriculture's Soil Survey – Collin County, Texas (June 1969) the Houston Black – Austin Association is described as a gently sloping to sloping with clayey soils that are deep over marl and chalk and on the uplands. The Houston Black – Burleson Association is considered to be nearly level to gently sloping with deep clayey soils on stream terraces, while the Trinity – Frio Association is described as a deep, nearly level soil with clayey and loamy soils on floodplain lands.

An area west of Country Club Road and a small portion east of the same road is considered to be the highlands area of Fairview, which is cut through the center by Sloan Creek. This area is identified with the Houston Black – Austin soil association. Generally east of Country Club Road and along the southern slopes of Wilson Creek watershed is the Houston Black – Burleson soil association. The Trinity - Frio soil association is found along the Wilson Creek floodplain, the lowest elevation in Fairview.

While the topsoil tends to be well suited for agricultural purposes such as grains and fiber, most of the local soil series have limitations that can be a challenge to overcome and adding cost for community development and facilities. The limitations of the soil associations are rated as slight, moderate, and severe. Soils with few limitations that are easy to handle are rated as slight, while soils listed as moderate indicate limitations that are feasible to overcome. Those soils noted as severe could result in challenges that are difficult to overcome.

All of the soil series have a high shrink-swell potential that puts severe pressure on walls, foundations, and pipelines sometimes requiring specific reinforcement. These soils also provide poor traffic-supporting capacity, requiring limited cut and fill and preparation of the sub-grade that can add to the cost of construction and maintenance. Sewage disposal systems in these soil associations can require additional preparation due to the depth of the rock, slope, depth to the water table, flooding, high shrink-swell potential, and slow permeability.

Much of the land in the Dallas-Fort Worth metropolitan area has similar soil conditions. Even with the severe limitations local architects, engineers, builders, and construction companies have prevailed over these natural limitations through soil preparations and building techniques.

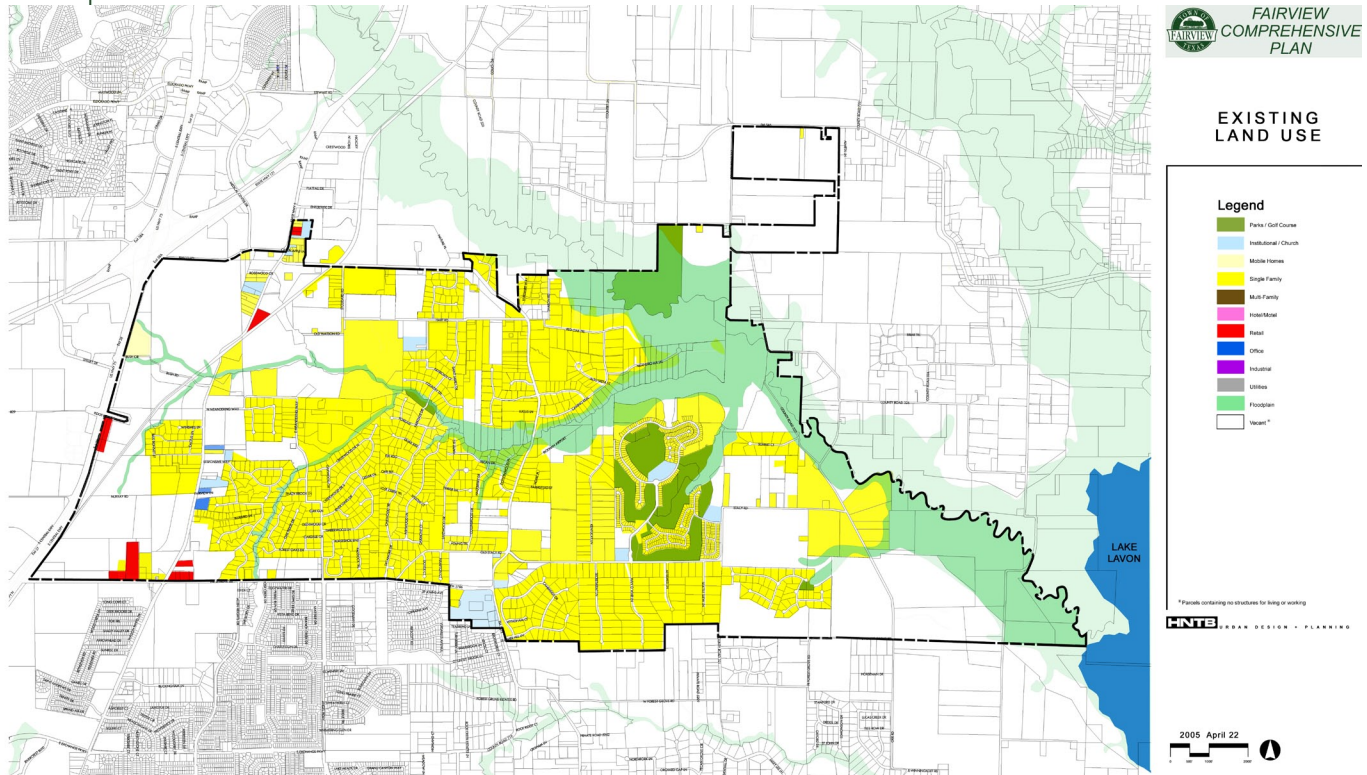


Limitations of Soil for Building

Soil series	Degree and kind of limitation for -			
	Sewage disposal		Foundation for low buildings	Trafficways
	Filter fields	Lagoons		
Austin	Severe: Moderately slow permeability.	Moderate: Moderately slow permeability; excess seepage; bedrock at depths of 30 to 60 inches.	Severe: High shrink-swell potential; low bearing capacity.	Severe: Poor traffic-supporting capacity.
Burleson	Severe: Very slow permeability.	Slight.	Severe: Very high shrink-swell potential; low bearing capacity.	Severe: Very poor traffic-supporting capacity.
Frio	Severe: Frequent to occasional hazard of flooding; moderate permeability.	Severe: Moderate permeability; frequent to occasional hazard of flooding.	Severe: High shrink-swell potential; hazard of flooding.	Severe: Fair traffic-supporting capacity; flood hazard.
Houston Black	Severe: Very slow permeability.	Slight.	Severe: Very high shrink-swell potential.	Severe: Very poor traffic-supporting capacity.
Trinity	Severe: Very slow permeability; frequent to occasional flooding.	Severe: Frequent to occasional flooding.	Severe: High shrink-swell potential; frequent to occasional flooding.	Severe: Poor traffic-supporting capacity.

Source: United States Department of Agriculture – Soil Survey-Collin County, Texas (June 1969), Table 6.

Town of Fairview Existing Land Use Map



Source: Town of Fairview and HNTB.

Existing Land Use

The existing land use for the Town of Fairview is dominated by single family residential, vacant land, and floodplain. Single family use is found toward the middle portion of the community and along both the north and south sides of Sloan Creek, which meanders east-west through Fairview. Most of the single family uses are either one-acre lots or larger multi-acre lots that allow for a wide-open community character that has attracted residents to Fairview. Vacant land uses

are concentrated on both the far eastern and far western ends of the community and interspersed in multi-acre parcels in the middle of Fairview. The vacant land is mostly agricultural crop land or used for livestock grazing. Floodplain exists along Wilson Creek, within the Sloan Creek watershed that feeds into Wilson Creek, and in the U.S. Army Corps of Engineers-owned land surrounding Lake Lavon where Wilson Creek enters the East Fork of the Trinity River. Most of the floodplain land in Fairview is dominated by riparian woodlands. Other existing land uses in Fairview include Retail, Office, Institutional / Church, Parks / Open Space, and Mobile Homes. These land uses are smaller in size and more dispersed. Most of the Retail and Office

uses are scattered along US Highway 75, Stacy Road, and State Highway 5. Besides religious properties, Institutional / Church land uses include the Clubhouse and meeting facilities at Heritage Ranch and public properties such as the Fairview Town Hall and Fire Station. Parks / Open Space land use includes active and passive public park space as well nature preserves. This land use also includes golf courses, cemeteries, and equestrian riding stables. The land use Mobile Homes can be found along US Highway 75, between Ridgeview Drive and Frisco Roads.

Thoroughfares

There is one major highway and several important thoroughfares that either pass through Fairview or are located at the town's periphery. These roadways provide access and mobility for Fairview's residents, visitors, and businesses. The major highway and thoroughfares noted below are managed by the Texas Department of Transportation (TxDOT).

The largest road in Fairview in terms of size and traffic volume is US Highway 75. This limited-access six-lane highway runs north-south along the western periphery of Fairview and provides regional access to southern Collin County and to the urbanized Dallas area further south. US Highway 75 also provides access to McKinney and points beyond in northern Collin County. The frontage roads for US Highway 75 serve as the western boundary of the Town of Fairview and the City of Allen. In Fairview, US Highway 75 extends from Stacy Road on the south to where the high-



Country Club Road at Wynford Court.

way intersects with State Highway 121 on the north.

Approximately a half-mile east of US Highway 75 is State Highway 5. State Highway 5 is a two-lane roadway that once served as the major highway linking McKinney with Dallas and towns in between. Today, State Highway 5 provides north-south local access to people living and working in Fairview and the surrounding communities of Allen and McKinney. State Highway 5 extends from Stacy Road on the south to approximately one-thousand feet north of the Country Club Road intersection.

Country Club Road in Fairview is the former Old McKinney-Rockwall Road that linked two North Texas county seats. Country Club Road is a winding two-lane roadway that begins on the north at State Highway 5 as an east-west road and eventually turns southward through Fairview to exit into neighboring Lucas. For approximately one mile Country Club Road serves as the northern boundary of the Town of Fairview with the City of McKinney. This farm-to-market road



County Road 317 looking south from Wilson Creek.

roadway at the far eastern end of Fairview connecting McKinney with Lucas. The farm-to-market roadway touches different portions of Fairview north of Wilson Creek and passes through Fairview's ETJ from Wilson Creek south to the water treatment plant. County Road 317 takes on the characteristics of a country road winding through creek bottom wooded areas, large open grasslands, gradient changes, and passes farm houses and structures on a two-lane road without shoulders.

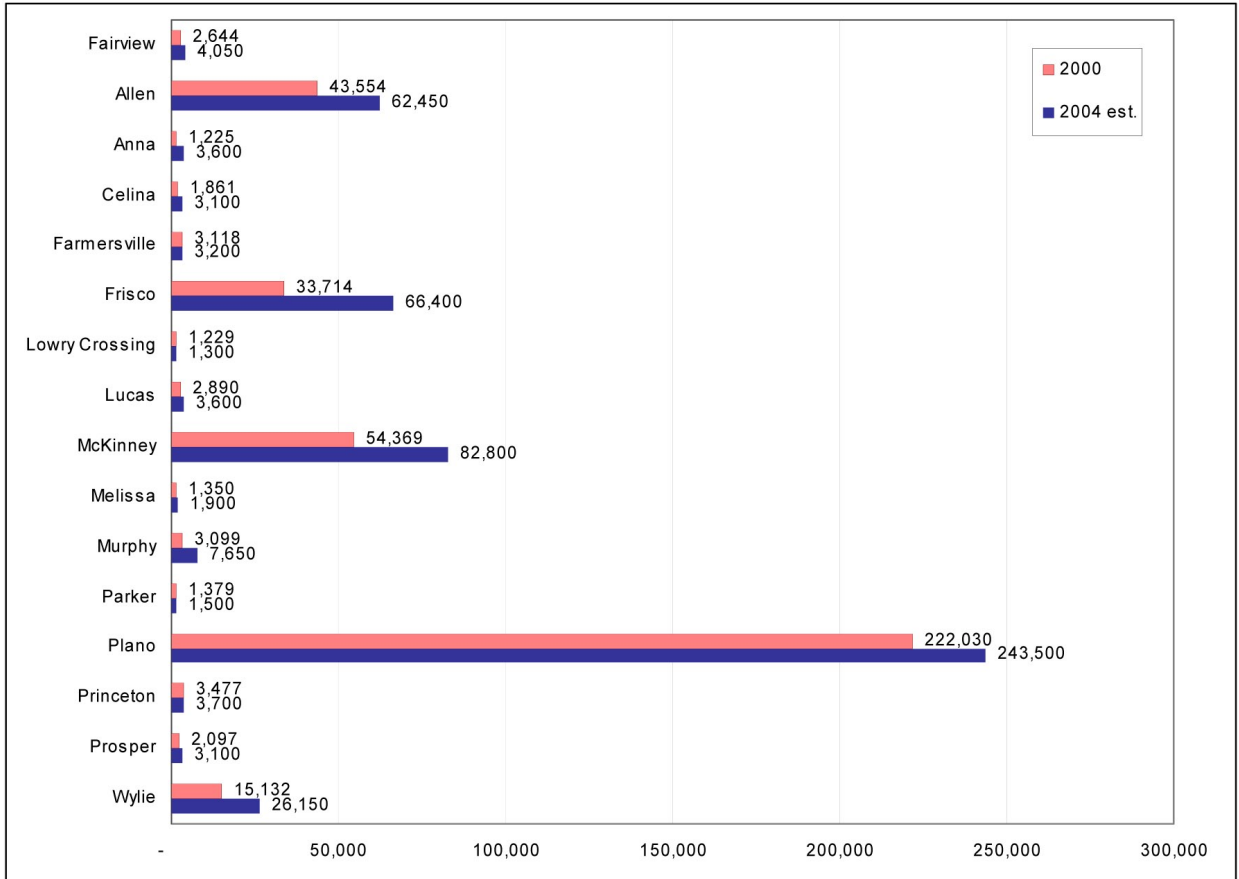
provides a rural country road character of open-road vistas and bar-ditches, but lacks shoulders for roadway emergencies.

Running east-west as a two-lane road along the southern sections of Fairview is Stacy Road. In Fairview, Stacy Road begins at US Highway 75 on the west and runs approximately five miles east to County Road 317. The western half of Stacy Road serves as the boundary between the Town of Fairview and the City of Allen. At Country Club Road, Stacy Road is separated by approximately 1,000 feet north to south, discouraging regional mobility but also leading to traffic safety concerns. The eastern half of this road is characteristic of a rural country road with bar-ditches and large acreage housing adjacent to the road, but lacks roadway shoulders and has two abrupt hard turns leading to additional traffic safety concerns.

HNTB County Road 317 is a north-south rural



Population Profile of the Town of Fairview and Neighboring Communities



Source: United States Census Bureau and the North Central Texas Council of Governments.

Demographic Profile

Population

Within Collin County and the Dallas-Fort Worth metropolitan area, Fairview is regarded as a small but impressive community. In terms of population, Fairview is the seventh largest community in Collin County, but is dwarfed by the cities of Allen, Frisco, McKinney, and Plano.

The Town of Fairview grew from 1,554 people in 1990 to 2,644 in year 2000, an increase of 1,090 people. Between 1990 and 2000, the annual average population growth of Fairview was 7.0%, just below Collin County's 8.6% rate but above the

six-county (Collin, Dallas, Denton, Ellis, Kaufman, and Rockwall Counties) Dallas Primary Metropolitan Statistical Area's (PMSA) 3.2% for the same period. Recent population estimates by the North Central Texas Council of Governments indicate Fairview's population estimate for year 2004 was 4,050 residents. In the first national census taken of the newly formed Town of Fairview, the town had only 175 people in 1960. Since the town was founded, the community has never experienced negative growth.

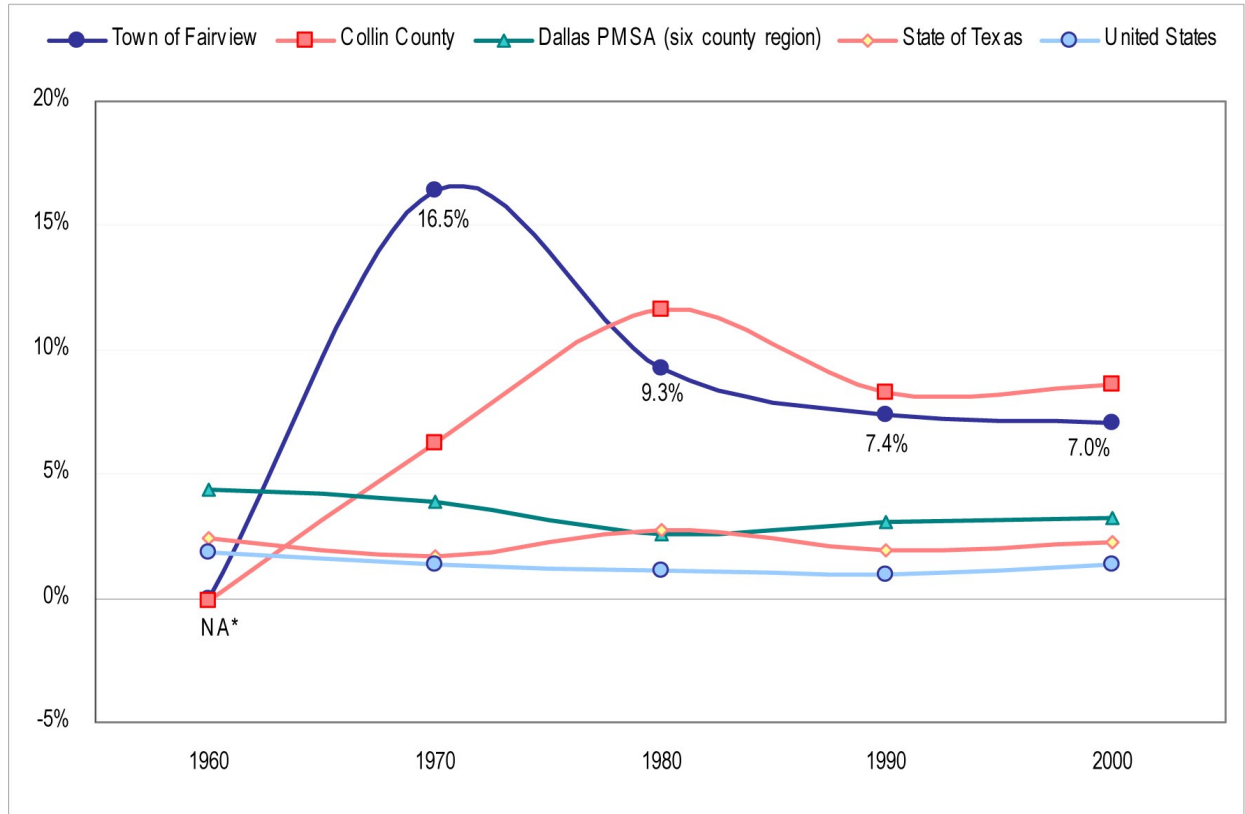


Town of Fairview Population from 1960 to 2005 Estimate

	1960	1970	1980	1990	2000	2005 est.
Town of Fairview	175	463	893	1,554	2,644	4,720

Source: United States Census Bureau, the North Central Texas Council of Governments, and the Town of Fairview.

Population Growth Rates from 1960 - 2000



Source: United States Census Bureau..

* No population figures for the Town of Fairview in 1950; rate of growth is not available for 1950 to 1960.

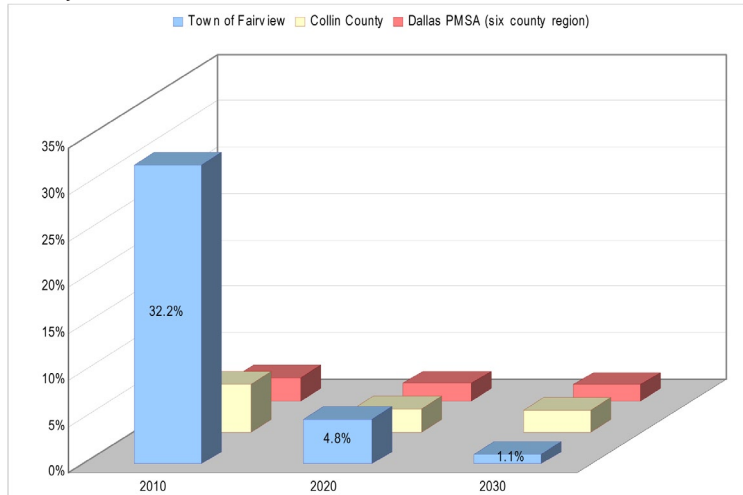
Population Growth

Because the Town of Fairview did not incorporate until May 13, 1958, the population growth rate between 1950 and 1960 was not available for comparison; however, the population growth rate during the ten years between 1960 and 1970 was a robust 16.5% for the young town. Subsequent periods indicate Fairview's population growth rate moderating from 9.3% between 1970 and 1980 to 7.0% between 1990 and 2000. These levels of growth were slightly below those of

Collin County, but the town's growth has been significantly higher than population growth rates for the Dallas PMSA, the State of Texas, and the nation as a whole. While the town's initial low population figure allowed for strong percentage population growth, other factors including an improving transportation network, urban expansion from Dallas, nearby employment opportunities, and the lure of the local rural character attracted people to live in Fairview.



Forecasted Population Growth for Fairview, Collin County and Dallas PMSA



Source: North Central Texas Council of Governments.

Population Estimates and Forecast

Over the years Fairview has experienced consistent strong growth generated by the diverse Dallas economy. The most recent population estimates provided by the Town of Fairview shows Fairview's 2005 population at an estimated 4,720 people. During the five-year period since the 2000 Census the town has added 2,076 residents - more than a third of its estimated population. Fairview's strong population growth since the start of the new century is impressive. Between 2000 and 2005 the town grew by an annual average rate of 15.7%.

Every three to five years the NCTCOG develops its demographic forecast for the North Central Texas region. The final 2030 Demographic Forecast was approved by the NCTCOG Executive Board at their April 2003 board meeting. Using year 2000 as its base, the demographic forecast provided long-range data for the

number of households, household population, and employment for forecast years 2010, 2020, and 2030.

The long-range forecast for the North Central Texas region indicates Fairview experiencing its strongest growth between 2000 and 2010. Fairview's annual average rate of growth during this ten-year period is forecasted to be 32.2%, significantly above the six-county Dallas metropolitan area's 2.6% growth rate during the same period. For Fairview, the importance of this ten-year period is noted by the continued

urban expansion of the Dallas metropolitan area into and beyond Fairview's town limits and the absorption of Fairview's remaining developable land. Forecast data indicates that between 2010 and 2020 there is a noteworthy drop in Fairview's annual average rate of growth, down to 4.8%, as the town matures. As the town maximizes its built-out potential, this slowdown continues in the years ahead as the forecasted annual average rate of growth slows to 1.1% between 2020 and 2030.

In developing the long-range forecast, NCTCOG in year 2000 divided Fairview and the surrounding region into smaller geographic areas known as Traffic Survey Zones (TSZ). Fairview accounts for fourteen TSZ. At the time of the forecast Fairview did not include in its ETJ acreage east of County Road 317.



Long Range Forecast for Households, Household Population, and Employment by Traffic Survey Zones in Fairview

TSZ	2000 HH.	2010 HH.	2020 HH.	2030 HH.	2000 HH. Pop.	2010 HH. Pop.	2020 HH. Pop.	2030 HH. Pop.	2000 Emp.	2010 Emp.	2020 Emp.	2030 Emp.
3136	0	0	0	0	0	0	0	0	0	0	0	0
3137	0	0	0	0	0	0	0	0	0	0	0	0
3138	9	13	13	13	23	34	34	34	10	25	39	60
3139	129	136	141	215	430	456	471	719	10	12	15	15
3141	4	4	4	36	10	10	10	87	10	20	29	40
3154	0	0	0	0	0	0	0	0	0	0	0	0
3156	40	1,240	1,972	2,345	86	2,657	4,206	5,002	30	1,515	7,565	8,112
3157	74	266	397	444	228	820	1,220	1,364	7	132	208	208
3180	39	531	1,840	2,075	90	1,225	4,228	4,768	45	866	2,150	2,519
3181	73	186	213	222	211	537	613	639	49	162	231	231
3182	300	354	376	393	989	1,167	1,236	1,292	22	67	94	94
3183	57	1,201	1,220	1,220	157	3,298	3,338	3,338	24	123	269	269
3197	32	32	32	32	102	102	102	102	6	21	31	31
3198	85	216	261	276	299	760	916	968	5	15	58	285
Total	842	4,179	6,469	7,271	2,625	11,066	16,374	18,313	218	2,958	10,689	11,864

Source: North Central Texas Council of Governments, 2030 Demographic Forecast.

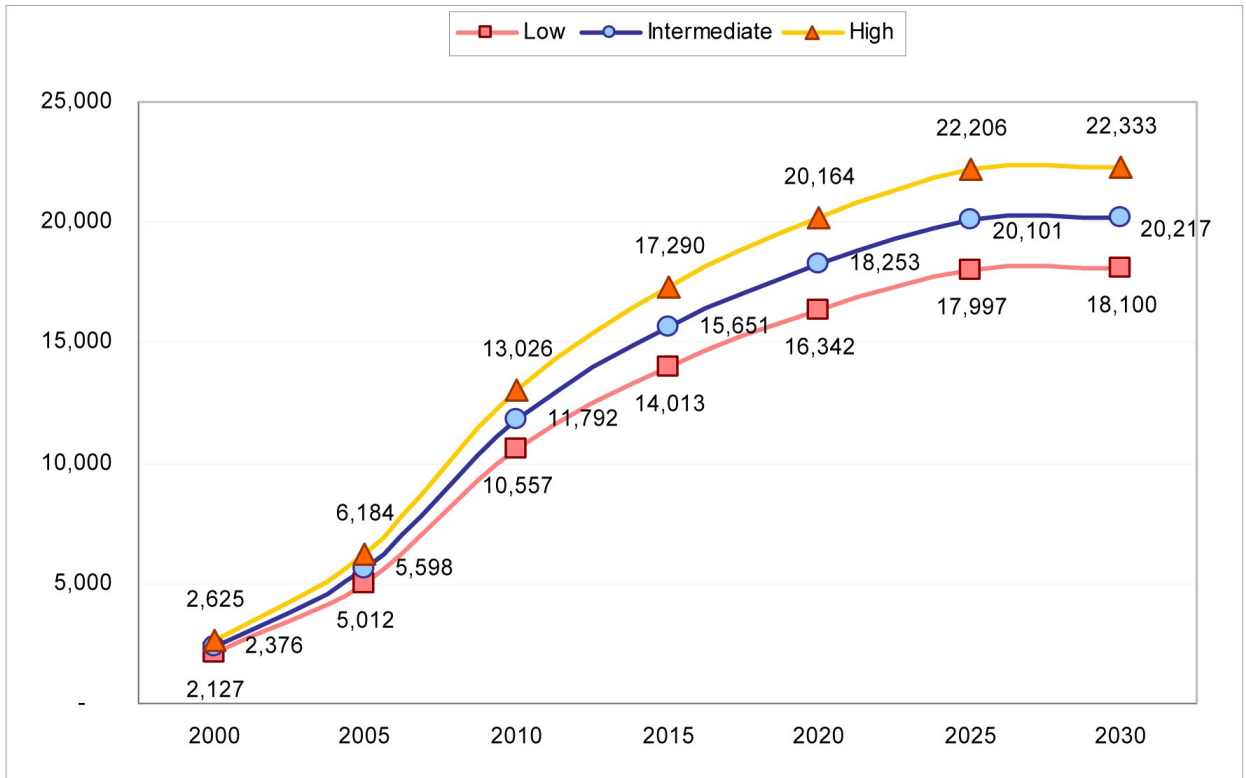
Between the years 2000 and 2030 several of Fairview’s TSZ’s will undergo aggressive population and employment growth as available land is developed and the US Highway 75 growth corridor is realized in Fairview. These include TSZ 3156, 3157, 3180, and 3183. Two of these TSZ – 3156 and 3180 – include the future CPDD bounded by US Highway 75, Frisco Road, State Highway 5, and Stacy Road. Both of these TSZ are forecasted to have the greatest population and employment growth in Fairview between 2000 and 2030. Traffic Survey Zone 3183 includes Heritage Ranch and

large amounts of available undeveloped acreage and is forecasted to have an annual average population growth rate of 68% during the three decade period, while TSZ 3157 will experience impressive employment growth, most of that realized with the opening of the new Lovejoy Independent School District elementary school on Hart Road.

Other TSZ’s, either because they are currently developed or only account for highway rights-of-way, will experience modest to no growth in population or employment.



Intermediate Population Projections for the Town of Fairview



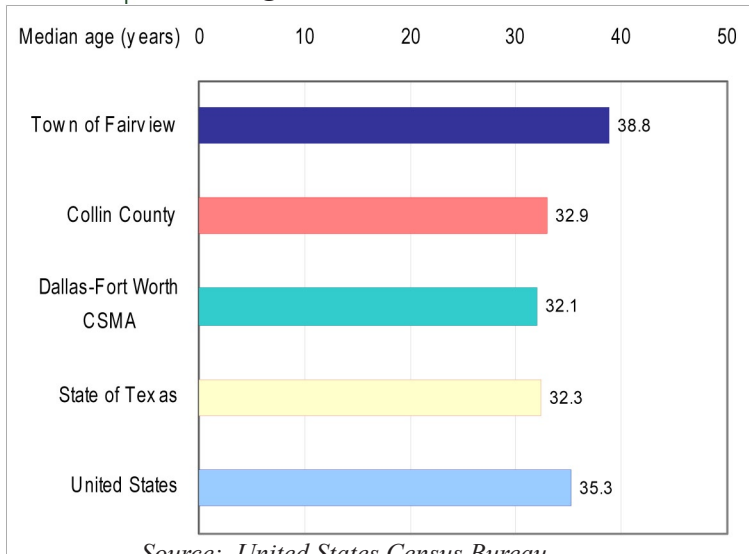
Source: Halff Associates, Inc. 2004 Update of Water, Wastewater and Roadway Impact Fees, February 2004, and North Central Texas Council of Governments 2030 Demographic Forecast.

Intermediate population projections for Fairview show continued growth for the community to year 2025 when the population levels off. These intermediate population projections were based off data from the 2004 Update of Water, Wastewater and Roadway Impact Fees developed for the Town of Fairview in February 2004, and the number of households developed by the NCTCOG in its 2030 forecast for Fairview. Population multipliers of 2.522, 2.825, and 3.117 were used on the number of households to provide a range of low, medium, and high population projections. Both the low and high multipliers were obtained from the NCTCOG's 2030 forecast for households and household population using forecast years 2000 and 2030.

Based on the average annual population growth in Fairview between 2000 and 2004, the population projections performed for the 2004 Update of Water, Wastewater and Roadway Impact Fees, and the desire of Fairview residents to maintain large acreage lots in their community, the adjusted population forecast for Fairview indicates the town's population ranging from approximately 18,000 to 22,000 people by the year 2030.



Median Age



Source: United States Census Bureau.

Age Distribution

The population of Fairview tends to represent a younger middle-age, stable group that has become established and settled. At 38.8 years, the median age for Fairview is older than the other four comparable groupings (county, metropolitan, state, and national). Of the four comparable areas, the United States is the closest to Fairview in median age at 35.3 years. Among Fairview's Collin County neighboring communities, only five have median ages older than Fairview's – Lucas (39.0 years), New Hope (40.8 years), Parker (40.8 years), St. Paul (40.0 years), and Weston (39.9 years).

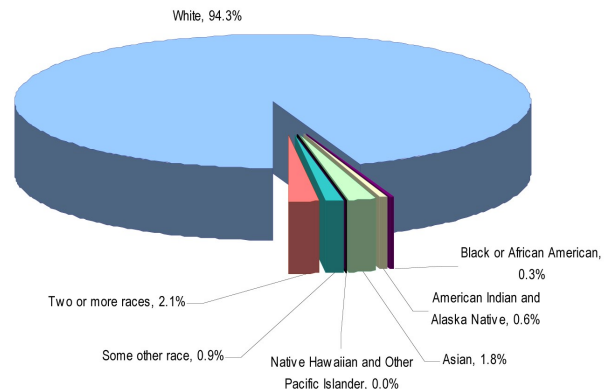
Ethnicity / Race

According to the 2000 Census, the overwhelming majority of Fairview's population is White. The White population

in Fairview accounted for 94.3% of the residents. The next two largest racial groups – Two or More Races and Asian – accounted for 2.1% and 1.8%, respectively. The remaining racial groups accounted for 1.8% of Fairview's population.

The year 2000 White population for Fairview is higher than the national average of 75.1% and significantly higher than the 69.5% for the Dallas-Fort Worth Consolidated Metropolitan Statistical Area (CMSA). The percentage share of Fairview's White population has declined slightly since the 1990 Census when White captured 96.7% of the town's pop-

Race and Ethnicity in Fairview



Source: United States Census Bureau.

ulation. While the percentage share of Blacks or African Americans in Fairview has dropped from .6% to .3% respectively from 1990 to 2000, the percentage share of Asian has climbed from .6% in 1990 to 1.8% in 2000.

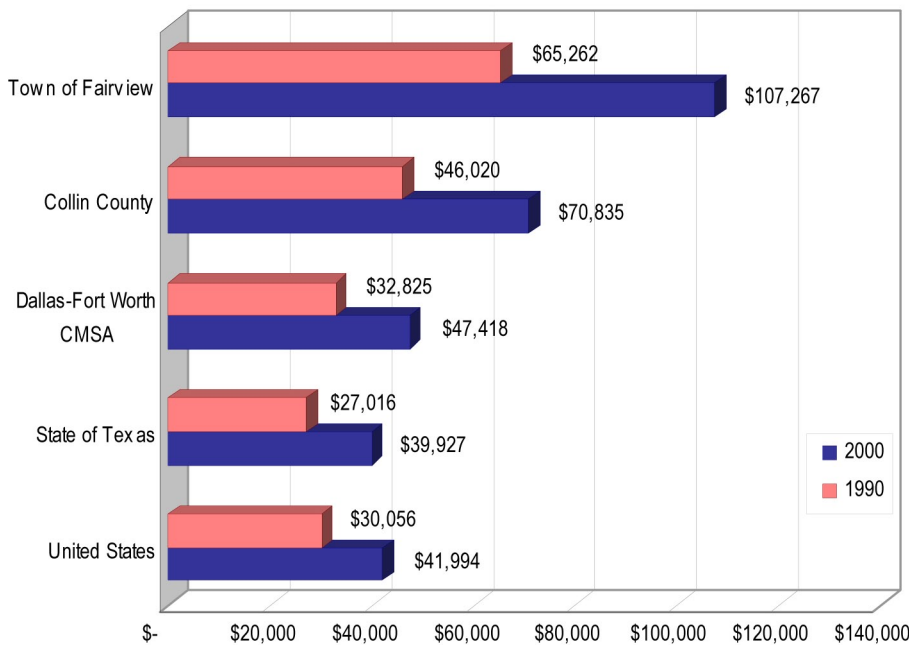
Hispanics captured 3.9% of Fairview's population in year 2000. The Hispanic population in Fairview is lower than the 12.5% for the United States and the 21.5% for the Dallas-Fort Worth CMSA.



Fairview's Hispanic population in terms of percentage share in year 2000 is almost unchanged from the percentage share of the population in 1990, which was 3.8%.

According to the 1990 and 2000 Census, the median household income level in Fairview rose 64.4% between 1989 and 1999. This is impressive when compared to the 44.5% growth in the median household income level for the Dallas-Fort Worth CMSA and significantly higher than the 39.7% growth in the median household income level for the United States during the same period.

Median Household Incomes



Source: United States Census Bureau.

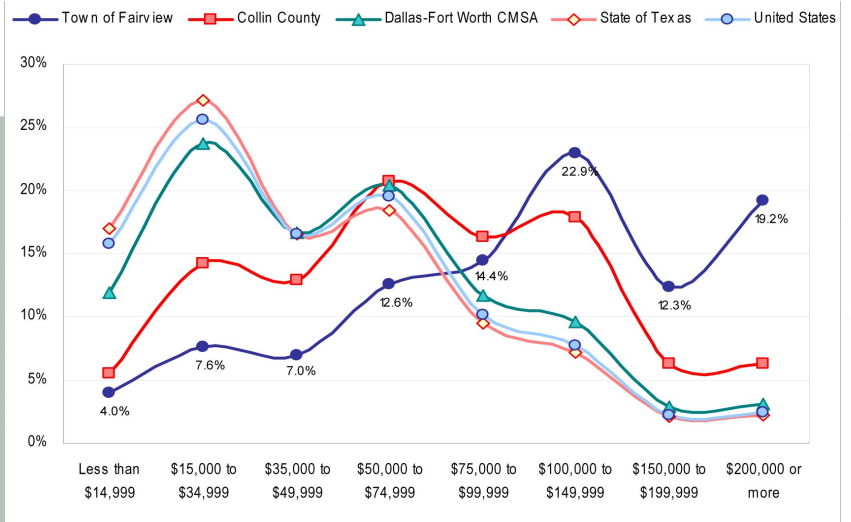
The distribution of household incomes in Fairview in 1999 runs counter to most comparable geographic areas. According to the 2000 Census, 19.2% of Fairview's households brought in \$200,000 or more in income in 1999. This is significant when compared with the country as a whole where only 2.4% of the households earned \$200,000 or more.

Another 22.9% of Fairview's

Income Levels

In 1999, the median household income level in Fairview was \$107,267, according to the 2000 Census. This was more than double the median household income levels for the nation (\$41,994) and the Dallas-Fort Worth CMSA (\$47,418) for the same period. In addition, Fairview's median household income in 1999 was over 1.5 times greater than that for Collin County.

Distribution of Household Incomes

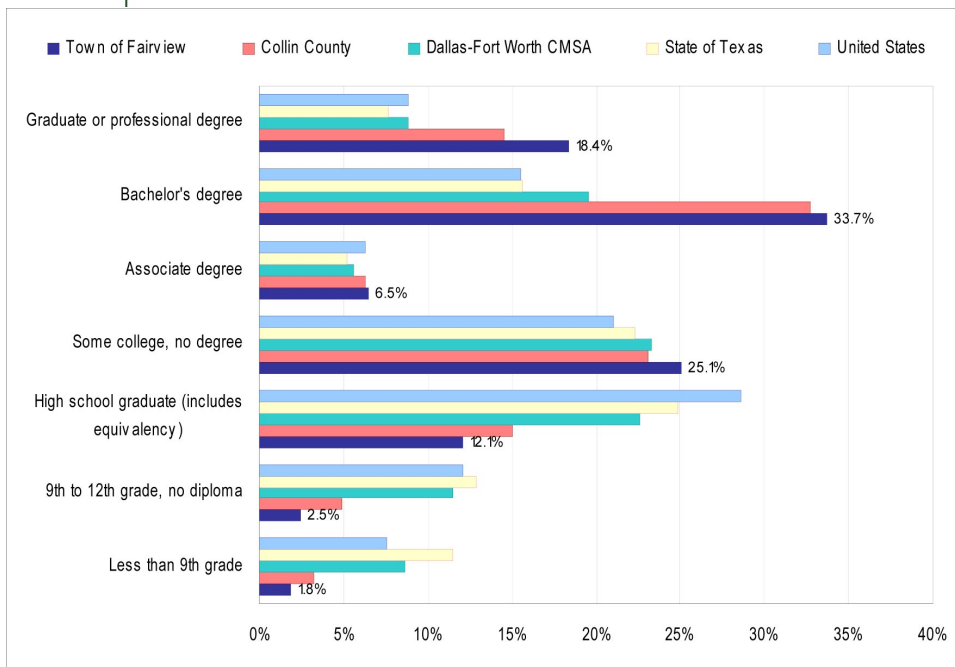


Source: United States Census Bureau.



households earn between \$100,000 and \$149,999 in 1999. Only 7.7% of the nation's households fell into that income range in 1999. At the opposite end only 4.0% of Fairview's households earn less than \$14,999 in 1999, while 15.8% of the households in the United States were in that category.

Educational Attainment



Source: United States Census Bureau.

Educational Attainment

Patterns of educational attainment can be an indicator of the importance its residents place on intangible qualities such as developing skills, furthering their knowledge, and achievement. As noted by the 2000 Census data, Fairview residents place great importance on securing higher levels of education. According to the 2000 Census, 52.1% of Fairview residents had received either a bachelor's degree or higher degree. This achievement was 27.7 percentage

points higher than the national base of 24.4% and 4.7 percentage points higher than Collin County. Only 4.3% of Fairview's residents had less than a 12th grade education with no diploma. This compares favorably with the national base of 19.6% at the same level. Fairview resident's high levels of educational attainment are indicative of a population that places a high value on personal achievement and knowledge and desire to associate with people with similar values.

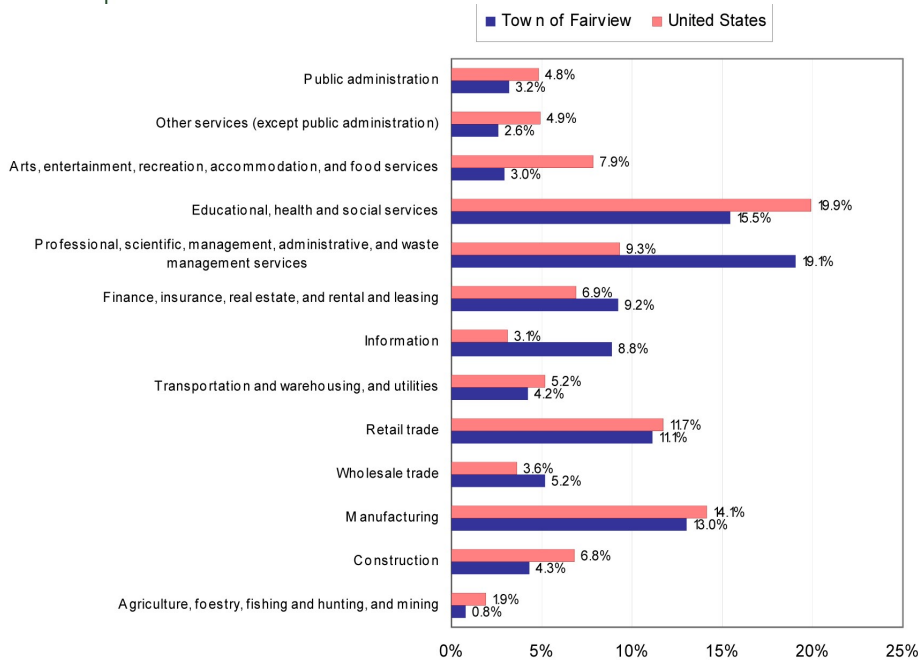
Industry by Civilian Population

Both in the Town of Fairview and across the United States, a majority of its citizens over the age of 16 are employed in professional and management services, social services, manufacturing, and retail trade; however, the percentage make-up in each

of these categories is what differentiates Fairview from the national norm.

A larger than normal percentage of Fairview's civilian population over the age of 16 are employed in the industry category known as 'Professional, scientific, management, administrative, and waste management services,' according to the 2000 Census. Fairview captures 19.1% of this industry category, which is 9.8 percentage points higher than the national average of 9.3% and 4.1 percentage points higher than the average for Collin County.

Percentage Comparison of Civilian Population by Industry (employed civilians 16 years and over)



Source: United States Census Bureau.

Tipping the scales the other way, the second largest industry employment category in Fairview – Educational, health and social services – captured 15.5% of the town’s civilian population 16 years and over. In comparison, this category makes-up 19.9% of the nation’s industry employment.

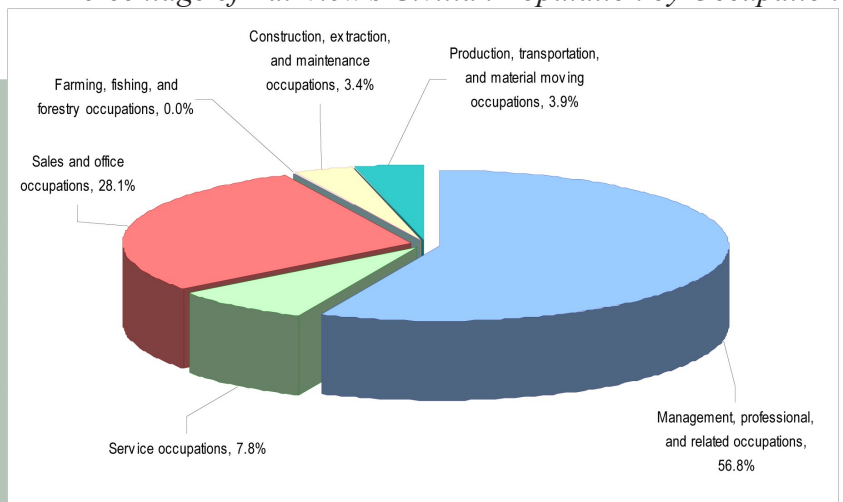
Occupation by Civilian Population

A clear majority of Fairview residents work in Management, Professional, and related occupations. According to the 2000 Census, this occupation cat-

egory makes up 56.8% of Fairview’s employed adult population over 16 years of age and surpasses the national and Dallas-Fort Worth CMSA average for this category, which is 33.6% and 36.0%, respectively. This occupational category tends to be either knowledge-based or attracting those workers that take on responsibilities by providing leadership and coordination. Professional occupations usually require a college degree or a preferable level of specialization to provide a comparable background. Examples of Professional occupations include lawyers, architects, librarians, and airline pilots. Managerial occupations focus on workers with administrative skills in setting policies, implementation, review, and providing direction, such as plant managers, purchasing agents, and farm operators.

The next largest occupation group in

Percentage of Fairview’s Civilian Population by Occupation



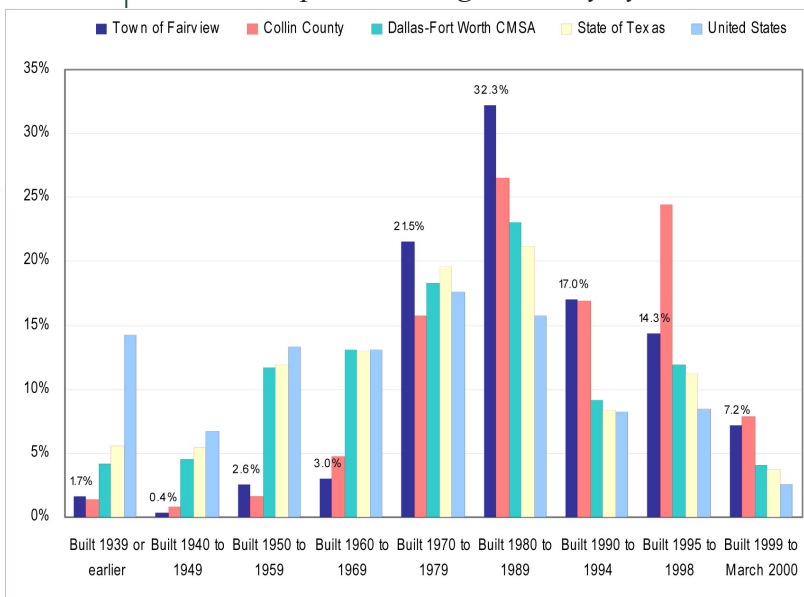
Source: United States Census Bureau.



Fairview is made up of Sales and Office occupations. This occupational category accounts for 28.1% of Fairview employed adults over 16 years. In Fairview, this occupational category is slightly higher than the national average of 26.7%, but below the average for the Dallas-Fort Worth CMSA, which is 28.9%. Sales occupations are focused on direct sales, ranging from real estate agents to grocery clerks, while office occupations tend to be clerical in nature. Office occupations can range from telephone operators to bookkeepers.

The remaining four occupational categories – Service; Farming, Fishing, and Forestry; Construction, Extraction, and Maintenance; and Production, Transportation, and Material Moving - account for only 15.1% of Fairview’s employed adult population. Nationally, these four occupational categories would account for 39.6% of the employed adult population.

Owner-Occupied Housing Inventory by Year Built



According to the 2000 Census, there were 881 housing units in the Town of Fairview, and of those 833 were occupied. The Census reports that the median year built for owner-occupied housing in Fairview was 1986 and for renter-occupied housing, which accounted for only 9.0% of Fairview’s housing stock, was 1973. A majority (53.8%) of the town’s owner-occupied housing was built between 1970 and 1989 with 32.3% of this housing built between 1980 and 1989. The median price asked for specified vacant-for-sale-only housing units in Fairview was \$435,700, according to the 2000 Census.

Nationally, of the 115,904,641 total housing units existing in year 2000, 10,424,540 were vacant, according to the 2000 Census. The median year built for the nation’s owner-occupied housing was 1971 and for renter-occupied housing was 1969. Renter-occupied housing accounted for 33.8% of the country’s total occupied housing stock. Across the United States, 59.9% of the owner-occupied housing built was constructed between 1950 and 1989. According to the 2000 Census, the median price asked for specified vacant-for-sale-only housing in the United States was \$89,600.

In Collin County, there were 181,970 occupied housing units out of 194,892 total housing units, according to the 2000 Census. The median year built for owner-occupied housing in Collin County was 1990, while the median year built for renter-occupied housing was 1989. Renter-occupied housing units accounted for 31.3% of the



County's total occupied housing units. According to the 2000 Census, 68.0% of Collin County's owner-occupied housing was built between 1980 and 1998. In Collin County, the median price asked for specified vacant-for-sale-only was \$167,600, according to the 2000 Census.

Local – Regional Industrial Base

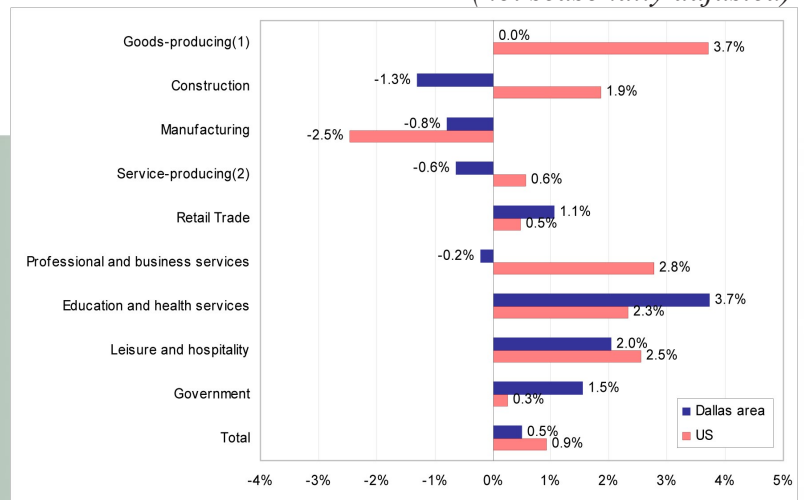
The Dallas area economy (consisting of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall Counties according to the Texas Workforce Commission) is dominated by trade/transportation/distribution, business services, and government. Over the last couple of years employment in the Dallas area has gone through a shakeout as annual average unemployment has jumped from 4.0% in year 2000 up to 6.0% in 2003. Dallas area unemployment stood at 5.6% as of May 2004. Employment sectors that drove the Dallas economy several years ago – notably air transportation, information services, and the telecommunication industries – have had to restructure to survive. Major employers such as American Airlines, Delta Air Lines, EDS, Nortel, Alcatel, and Ericsson North America have made local headlines slashing jobs.

For the year ending May 2004, the Dallas area continued to lag behind the nation in employment growth. During this 12 month period the Dallas area experienced decreases in construction and slowing decreases

es in the information sector, while local employment growth has experienced growth in health, leisure/hospitality, and government. The manufacturing sector, which recorded decreases both nationally and locally, nevertheless experienced smaller percentage decreases in Dallas compared to the rest of the country.

During the 6th Annual Economic Forum hosted by the Greater Dallas Chamber on September 7, 2004, business leaders and economists said the Dallas area would experience strong employment growth over the next three years before leveling off through market saturation. While the Dallas area has lagged behind the rest of the nation in its high tech recovery, large investments such as Texas Instruments new \$3 billion chip plant in nearby Richardson (completion in 2006) bodes well for the local tech industry's recovery. In addition, the Dallas area should benefit from increases in defense spending.

12 Month Non-Agricultural Employment (not seasonally adjusted)



Source: Texas Workforce Commission and the Bureau of Labor Statistics, May 2003 to May 2004.



The development of alternative scenarios is a specific task used during the comprehensive planning process for Fairview. This process of using alternatives to describe the options that can be selected is an important step in planning for towns or cities.

Why Alternative Scenarios?

The alternative scenarios were developed to give stakeholders – the residents, employers, and property owners of Fairview - a choice toward future community development. The three scenarios that were used assisted the planning team to communicate to stakeholders that towns can develop with a different physical fabric, distribution of densities and/or primary roadway networks. These scenarios acted as conceptual diagrams depicting the characteristics of a particular physical town concept or design. Each alternative was developed with only one physical pattern or concept; this was to communicate the potential relationships in Fairview's future if that pattern was desired.

In Fairview, three alternative scenarios were developed during the two-day town design workshop (July 15th and 16th, 2004) at Lovejoy Elementary School primarily focusing on the land use distribution and the transportation network. This is in part due to the existing development pattern in the community. This low-density pattern east of State Highway 5 is one that fits the desires of the citizens, as a high-quality estate environment. Defining options of supporting commercial development is the key for Fairview. This commercial development will be im-

portant to help maintain a tax rate that is within a regional variable, while also providing the services and goods of a high-quality town.

For the Fairview planning process the positive benefits of the alternative scenarios could be summarized to include:

1. Providing conceptual characteristics for a particular town physical form.
2. Developing each alternative scenario with a unique roadway network.
3. Providing a visual image of the distribution of small retail villages throughout the community.
4. Engaging citizen feedback based on the development patterns desired in the community.
5. Providing a basis for decision making in the ultimate selection of a draft preferred Future Land Use Plan.

The presentations of these scenarios and input by citizens during the second community meeting on July 29th, 2004, provided invaluable direction toward the development of the draft scenario. The three alternative scenarios for Fairview solicited exactly the type of responses needed to move forward.

The Three Scenarios

As in any planning process, each community modifies the process to include specific elements or inputs that the citizens/stakeholders require. Fairview is true to this need. The alternatives are designed to focus on the specific elements, at this time in their development, that need direction. To solicit this direction the alternatives will keep certain elements constant.

Elements that are Constant in All Scenarios

There are numerous elements of these alternatives that will be constant in all options --- and therefore included in the final plan. These items are not illustrated graphically to allow the viewer a better understanding of the differences of each alternative.

The constant elements for all alternatives are:

1. Commercial Planned Development District (CPDD) located generally between US Highway 75, State Highway 5, Frisco Road, and Stacy Road.
2. Single family detached residential (large lots) to be proposed in much of the undeveloped areas.
3. North Fairview Planned Development District (North Fairview PDD) is to be recommended the same as current approved master plan.
4. Future park to be proposed near Lake Lavon with trails connecting park to neighborhoods.
5. Country Club Road (FM 1378) should remain primarily a two-lane facility with some improvements (lowering and enforcing speed levels, lessen tight curves, improve sight lines, left turn lanes at certain locations, and some added shoulders) for improved safety.
6. Property acquisition or dedication for the right-of-way for any proposed roadway.

Attributes of Small Retail Village

This comprehensive planning process is looking into the need and desire of a small-scaled small retail village on the

east side of the community. This is an item that rose to the surface during the stakeholder interview process. As a means of defining what this village consists of, and most importantly to Fairview what it looks like --- the planning team defined a shortlist of attributes for this small retail village to assist the citizens.

The following attributes are included for a small retail village in Fairview:

1. Pedestrian friendly and scale.
2. Architecture compatible with residential scale.
3. Pitched roofs on all buildings (no flat roofs).
4. No typical commercial signage.
5. High use of landscape planting in site plan.



Small retail Village can look like above.



This scenario located a future retail village in the northwest corner of Stacy Road and Country Club Road. This area is currently used for horses and farming. The retail village concept has the opportunity to provide retail/commercial services to the eastern half of the town.

There are numerous attributes and implications to each alternative. The following briefly summarizes

Alternative Land Use Plan Scenario #1

Scenario one creates a primary east-west vehicular movement on Stacy Road, that improves the existing traffic movements on Stacy Road and intersections with Stacy Road. This concept moved the two intersections (Stacy Road west and Stacy Road east extension) farther apart and also significantly lessened the vertical alignment that exists today. The existing intersection with Stacy Road east of Country Club Road is less than ideal and even more concerning with the proximity to Stacy Road west of Country Club Road. The concerns for these intersections involve both the Town of Fairview and Texas Department of Transportation (TxDOT) as both share the burden of ownership and maintenance. Both organizations will have to work together to implement a solution.

the larger actions to the option:

Scenario 1 - Attributes:

1. Stacy Road offset “creates safer intersection(s)”.
2. New safer access to proposed Middle School site off Stacy Road, created upon the realignment of Stacy Road.
3. Small retail village proposed off Country Club Road.
4. New Stacy Road alignment near Country Road 317 is safer and opens property up for better access of development.

Scenario 1 - Implications:

1. Safer intersection(s) for Country Club Road and Stacy Road
2. Limited impact for TxDOT (regarding other scenarios).
3. Slight realignment of Stacy Road east of Country Club Road.



Alternative Land Use Plan Scenario #2

Fairview scenario two creates a primary east-west vehicular movement with the addition of a new roadway in the middle of town. This road is defined as Sloan Creek Parkway due to it being sited adjacent to Sloan Creek and the landscape potential for this road. The proposed new road provides a new linkage between Country Club Road and County Road 317. The new road lessens the intersection issues with Stacy Road as it is nearly a mile away from existing split intersection. This new road lessens concerns over increasing traffic demands on Stacy Road east of Country Club Road heading to Heritage Ranch.

This alternative includes two different locations for a small retail or commercial village to solicit input from citizens and neighborhood organizations. There are

numerous attributes and implications to each alternative. The following briefly summarizes the larger actions to the option:

Scenario 2 Attributes:

1. New Sloan Creek Parkway is an east/west connector.
2. Sloan Creek Parkway omits the need for major Stacy Road extension.
3. Stacy Road's existing split intersection is usage is reduced.

4. Two small retail villages proposed with one off Country Club Road and the other east on Sloan Creek Parkway.

Scenario 2 Implications:

1. Sloan Creek Parkway is an expensive road dealing with property acquisition and floodplain issues that would impact road design.
2. Sloan Creek Parkway severely limits the option of a McKinney Loop road.
3. Limits TxDOT's responsibility while placing increased burden on Town for construction and maintenance (regarding other scenarios).
4. Negatively impacts current Heritage Ranch golf course routing and buffer.
5. Impacts existing single family neighborhoods along Country Club Road between East Stacy Road and Sloan Creek due to road construction, encroachment of traffic through some neighborhoods, while reducing traffic through other neighborhoods.



This alternative includes a similar location for a small retail or commercial village for the community. This location for the commercial village is at Stacy Road and Country Club Road. There are numerous attributes and implications to each alternative. The following briefly summarizes the larger actions to this option:

Alternative Land Use Plan Scenario #3

Scenario three creates two primary east-west vehicular movements systems. One of those routes is a Stacy Road that includes a four-way intersection at the existing Stacy Road and Country Club Road intersection near the Lovejoy Independent School District Administration Building. The notable change would be at the intersection and approaches. Heading east from this conceptual four-way intersection Stacy Road would meet up with the current roadway alignment. The other primary east-west roadway is also a new alignment that runs near the northern perimeter of Fairview. This road uses some of the east-west alignment of Country Club Road and creates a new intersection road. The concept could lessen the traffic on Country Club Road and make the road safer with a new three-way intersection and light.

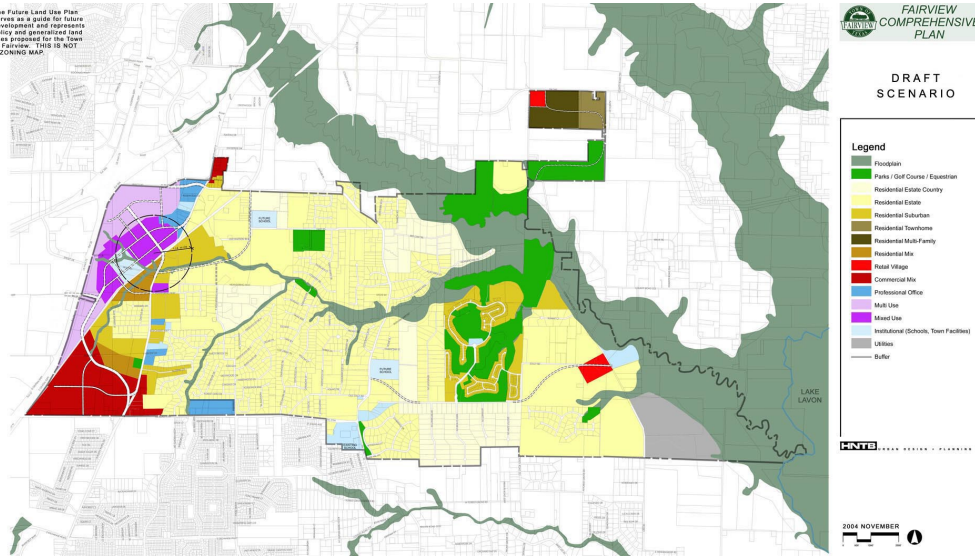
Scenario 3 Attributes:

1. A new alignment for Country Club Road and northern road extension to east.
2. Stacy Road extension, new four-way intersection (signalized).
3. Two small retail villages proposed off Stacy Road.

Scenario 3 Implications:

1. Potential for reduced traffic on Country Club Road as traffic flow has alternative options.
2. Major investment for TxDOT with Country Club Road realignment / intersection (regarding other scenarios).
3. Impacts existing northern single family neighborhoods due to road construction, encroachment of traffic through some neighborhoods, while reduced traffic through other neighborhoods.

The Future Land Use Plan serves as a guide for future development and represents zoning and general use cases proposed for the Town of Fairview. THIS IS NOT A ZONING MAP.



commercial use includes specific needs for buffers between the commercial development and existing and future residential development.

One small retail village with an adjacent institutional

Draft Scenario

The scenario is the alternative that was created from the many comments received by the planning team. The input ranges from likes to dislikes, from this is good for me to this is good for my neighborhood. The comments are reviewed and studied by the team as they are critically important to the establishment of a win-win plan. This scenario is the document that begins the detailed development of the Future Land Use Plan and others elements, as described in detail in future sections.

facility was desired out on the eastern end of Stacy Road at the intersection with County Road 317. This commercial village was considered a long term opportunity as the market matured with additional growth. Through additional discussions with the town officials and planning and zoning commissioners it was decided that the small retail village would not be incorporated into the final future land use plan, but the institutional facility would remain.

Much of the draft scenario's development came directly from comments solicited from Fairview's residents, employers, and property owners as part of the Town's comprehensive planning process. This input was gathered during the initial stakeholder interviews, the town design workshop, and attended the three community-wide meetings.

This scenario includes the basic east-west alignment from alternative scenario one as the manner in which the Town of Fairview and TxDOT should work regarding vehicular circulation on Stacy Road and intersections with Stacy Road and Country Club Road. This scenario includes some specific professional office uses on Stacy Road between State Highway 5 and Meandering Way. This

Town Design is an aspect of town planning that attempts to create a desirable physical environment using various pieces that comprise the Town of Fairview. Elements affected by town design are those experienced while in the Town's public spaces. Some of those elements include the relationship between buildings, streets, land use, open space, circulation, heights, natural features, and human activities. The physical design of Fairview's environments plays an important role in the way the citizens experience their day to day life in the town. The desire for Fairview to "Keep it Country" is central to the character envisioned by the citizens.

Town design refers to the physical manifestation of the character and values of the Town of Fairview as expressed throughout the Comprehensive Plan. The Town Design Section is intended to help guide physical land use decisions in order to realize the community's values and goals. Some of the key elements that will be addressed in the this Town Design section include Gateways, District Monuments, Wayfinding Signage, Streetscape Treatments, Intersection Treatments, Districts, and Linkages.

Gateways

The gateways of a community serve as the symbolic passage into and out of the community. They provide the initial impression that is experienced by citizens and visitors entering the Town. Because of their function in providing that initial impression, the Gateways of Fairview should reflect the character and values

that the citizens wish to express. Gateways may be expressed with a variety of treatments that are generally interwoven with the transportation facility providing the communities entrance. Treatments



Example of Gateway Feature

might include median and roadside landscaping, protection of prominent views, placement of significant community points of interest, observation areas, and signage, etc. Fairview has several locations that could provide gateway opportunities. On a regional scale, the intersection of US Highway 75 and Stacy Road provides access to Fairview from the rest of the metropolitan area to the south. Two other important gateway opportunities lie along State Highway 5 at the northern and southern boundaries of the Town. These locations mark the entrance into the Town of Fairview and exits from the City of McKinney to the north and the City of Allen to the south. Two other opportunities exist along the southern border with the City of Allen, one at Meandering Way and another at Country Club Road.

Districts (example: overlays, Transit Oriented Development)

Districts may be developed within a community to create areas or neighborhoods of unique identity. The district identity may be primarily defined by a variety of elements such as the presence of a prominent land use, an important infrastructure improvement, existing natural features, recreational amenities, cultural or historical significance, and more. The town design of the district should reinforce and refine the physical character that makes that district unique. One example of a district planned that will be developed in the future is the Town Center Commercial Planned Development District. This area should have a unique set of urban design guidelines that address street widths, sidewalk widths, building to street relationships, building facades, streetscape amenities, and signage and landscaping. The Wilson Creek flood plain and Lake Lavon provide another opportunity for an overlay district that might focus on recreation or Fairview's natural environment.

District Monuments

District Monuments serve as demarcation that one is in a district. They usually occur along the paths of circulation and can be used as gateways to the district or reminders that one is in a specific



Example of District Monument Feature

district. They serve an important role in branding the place and help to maintain a districts ability to be identified. The physical design of the district monument should coincide with the district's general character and help to reinforce that identity.

Wayfinding Signage

Another important town design consideration is the wayfinding signage program within a community. The functional pur-



Example of Wayfinding Signage

within a community. The functional purpose of signage is to promote the ease of use of the community's facilities. The design of that signage is integral to its ability to function properly. Because it is the one element in the community that is continuously referenced throughout, as a citizen or visitors travels within the community, this element can have a profound influence on the perceived character of the community. The signage should be designed in a manner that reinforces the Town of Fairview's commitment to "Keeping it Country."

Streetscape Treatments

Streetscape Treatments include all amenities directly adjacent to roadways and will change within different areas of the community. Streetscape treatments are a vitally important aspect to a community's quality of life in addressing the safe movement of both vehicles as well as pedestrians through the Town. Various items should be addressed when designing streets. For vehicular safety alignments should be such that cars may



Example of Streetscape Treatments

travel safely at posted speeds. Water should drain off of the street and should be dealt with in the most appropriate way given the area of the Town. Safe pedestrian traffic should be accommodated by use of sidewalks where it is appropriate. Other streetscape elements that should be considered based on location and function include, street trees, lighting, benches, trash receptacles, and landscaping.

Intersection Treatments

Intersection treatments serve multiple purposes within a community. They can serve as an element that promotes community or district identity. Intersection treatments are also used to provide drivers with increased awareness of pedestrian and perpendicular vehicular traffic. They can also serve as traffic calming

devices. Intersection treatments may include special lighting, signage, traffic signals, landscaping and street trees, specialty paving, and crosswalks.



Example of Intersection Treatment

rience that is identifiable with the community. Opportunities for these linkages exist along the creeks and floodplains in Fairview and should be taken advantage of with a network of recreational trails. Linkages may also happen along public right-of-way where existing private property makes connections unavailable.

Linkages (parks linkages)

Parks and Open Space Linkages are another important feature for the residents of any community. Open space linkages allow for continuous open space systems to access all parts of the community. These systems provide recreation opportunities as well as pedestrian connectivity opportunities. Primarily a function of the existing environmental landscape, these open space linkages are unique to Fairview and provide residents an expe-



Example of Linkages

The implementation section for a community's comprehensive plan can vary from being a checklist of goals, tasks, policies, and schedules to determining options for implementation for directing growth and development. The 2005 Fairview Comprehensive Plan reflects a community that treasures its small town values over the need to grow just for growth sake. An appreciation of the planning process serves as the foundation for maintaining the town's values and directing its growth.

Putting a Comprehensive Plan to Work

A criticism that is sometimes made regarding a comprehensive plan is: "Hey, it's no good; why it just sits on the shelf and gathers dust." This criticism is sometimes justified. If a plan just "sits on the shelf" it is because it has not been implemented. This sometimes occurs because the planning staff/consultants (or others) who prepared the plan did not adequately involve and inform the citizens, planning commission and/or city council regarding plan implementation. Another reason for non-implementation is lack of linkage of the long-range comprehensive plan to day-to-day planning decisions carried out by the staff, the planning and zoning commission, and/or the council. Yet another reason for "gathering dust" is the failure to consistently keep the long-range physical vision of the community before municipal officials, the development community, and the general public. These pitfalls may be avoided by discussing within the comprehensive plan document those elements that comprise the plan implementation program. Com-

prehensive plan implementation is one element in the on-going comprehensive planning process.

The comprehensive plan should contain recommendations for the utilization of land and resources as they relate to the future development of the community. The plan provides the community with a reference framework for undertaking and evaluating development projects in regard to long-range goals. It also provides short-range guidelines for reviewing proposals for site plans, rezonings, and proposed subdivisions of land.

The plan will be useful only to the extent that it is implemented. Implementation will occur as various actions are taken by the municipality and other public agencies, developers, business, industry, and private citizens. These action steps can include voluntary public compliance with the plan proposals, coordination by the planning and zoning commission of plans and proposals made by other levels of government with the recommendations in the plan, and municipal actions taken in regard to site plans, requests for rezonings, and new subdivision proposals.

Fairview already has the tools available that are necessary to implement the comprehensive plan. For example, the town has adopted and is enforcing zoning and subdivision regulation ordinances. These help eliminate many of the problems related to future development by giving the local governing officials the proper instruments of control necessary to ensure orderly growth. The Fairview Comprehensive Plan makes



recommendations for the unincorporated areas within the planning area, since these areas are intended to be ultimately annexed. Currently in Texas, municipal zoning does not extend beyond town limits; however, subdivision regulations can be enforced within the town's extra-territorial jurisdiction (ETJ).

Other mechanisms available to Fairview to implement its comprehensive plan are described in the following paragraphs.

Public Acceptance by Citizens

Because public acceptance of the comprehensive plan is important, public involvement in plan preparation is essential. That has been an integral component in the preparation of the Fairview Comprehensive Plan. Citizens who make individual investment decisions concerning future development must believe that the plan offers sound recommendations for growth issues and, therefore, assures them of both suitable return on and protection for their investment. This assurance will encourage voluntary compliance with the plan. Nevertheless, strong civic leadership, both inside and outside local government, is needed on a continuing basis to publicize the plan, emphasize its value, and encourage its acceptance as a guide to sound community development.

Action by the Planning and Zoning Commission

Fairview's planning and zoning commission is an advisory body to the city council, and one of the commission's prime responsibilities is to aid in developing

plans for the future of the community. A major element in fulfilling this responsibility should be participation in development of the comprehensive plan. This was done extensively by the Fairview Planning and Zoning Commission. The commission should and did participate with citizens from all parts of the community in a series of public meetings set up for this purpose. It cannot be assumed that agencies or individuals (developers, businesspeople, etc.) will always desire to make their individual plans conform to Fairview's Comprehensive Plan.

Planning and zoning commissions have authority to review zoning proposals and make recommendations to the town council for their approval or disapproval, and planning commissioners should work to ensure that subdivision plats are in conformance with the comprehensive plan. The Fairview commission is actively involved in these procedures.

Adoption and Review of the Comprehensive Plan by the Town Council

It is recommended that, after public hearings and recommendation by the planning and zoning commission, the council should adopt the comprehensive plan. After adoption, the plan should be consistently used by the town staff, boards and commissions, and the city council as an important reference guide in their decisions regarding future rezonings, subdivisions, site plans, capital expenditures, park dedication requirements, and other decisions related to the physical growth and development of the community.

Updating the Plan

To keep the plan viable, it should be reviewed periodically as new plan-related information becomes available. Major reviews of the plan should typically occur every three to five years, with minor revisions being made annually or as necessary. The scope and extent of plan revisions, of course, depends on the rate and trends of growth, the availability of new data, and other changes which might have an effect on the viability of the plan.

Zoning Ordinance

The zoning ordinance is one of the essential tools used for implementing the comprehensive plan. The ordinance contains provisions for regulating the use of property, the size of lots, parking, the height of structures and other land use regulations. In addition, it establishes direct and indirect limitations on population density in areas through minimum lot area requirements. By these legal means for controlling development within the corporate limits, an orderly and desirable pattern of land use can be achieved. Since physical development occurs through individual projects, the zoning ordinance is an important aid in unifying the project planning efforts of many individuals.

Ideally, the zoning district map should reflect the generalized land uses shown on the Future Land Use Plan map in the Comprehensive Plan document. The future land use map does not legally require developers to build according to its

recommendations; it serves as a guide to future physical development. However, since the zoning district map is a legally enforceable document, it can require development to take place according to the district designations on the zoning map.

Subdivision Regulations

Portions of a municipality are developed as a result of the subdivision of individual tracts of land. Individual subdivisions are called plats. When street designs are laid out and land is subdivided into lots, the pattern of development becomes established for an indefinite period of time. Once land is subdivided and development takes place, it is usually extremely difficult to change the pattern or intensity of land use. Proper land subdivision is very important, therefore, to avoid problems inherent in inappropriate plat design. The subdivision regulations establish requirements and procedures that must be followed to protect the general welfare of the community. Subdivision of land involves expenditures (either public or private) for the installation and maintenance of streets, curbs, gutters, sidewalks, water lines, and sewers. The ordinance can be used to coordinate development in various parts of the community and aid, in conjunction with the Master Thoroughfare Plan, in the establishment of a logical street pattern. The ordinance also protects individuals who purchase lots or homes in a subdivision by assuring them that the design of the subdivision and the improvements installed will meet specific minimum standards. The comprehensive plan should be consulted to make sure subdivisions are compatible with residential neigh-



neighborhood planning, commercial and industrial development, open space location and easements, and that sufficient rights-of-way are included as reflected on the Master Thoroughfare Plan within the Fairview Comprehensive Plan.

Economic Development Program

Fairview has economic development programs that encompass activities fostering new commercial, industrial and residential development; provide an environment conducive to existing business growth and expansion and new business start-up; and serve as an ombudsman with the business community to the city government. These programs may include tax abatement, public improvement districts, municipal management districts, tax increment financing districts, etc. All these functions should be coordinated with recommendations in the comprehensive plan.

Capital Improvement Program and Capital Budget

A capital improvement program is a short- to mid-range study to identify: (1) public improvements needed in the community; (2) their estimated costs; (3) the anticipated revenues and sources with which to finance them; (4) the relative priorities or importance of the projects; and (5) the programmed time frame and budget by which such improvements are to be developed. Fairview's Comprehensive Plan should be used as a guide to aid in prioritizing and recommending capital improvement items during each fiscal year budget program.

A capital improvement program has several advantages for the community including the following:

1. Projects can be undertaken in their order of urgency;
2. It coordinates projects proposed by all municipal departments, maximizing efficient use of available funds;
3. All municipal projects can be evaluated in relation to each other, eliminating wasteful or overlapping projects;
4. Projects are not prematurely undertaken, but attention is called to community needs;
5. Future town plans are made known to all citizens; and,
6. Annual revision and updating of the capital improvement program permits priorities to be changed and new priorities inserted on a regular basis, and in light of budget opportunities or constraints.

Impact Fee Ordinance

Many Texas communities have established impact fee ordinances to determine fees for water facilities, sanitary sewer facilities, or roadway improvements imposed on new development pursuant to state law, in order to fund or recoup the costs of capital improvements or facilities expansions that are necessitated by and attributable to such new development. The Fairview Comprehensive Plan and its associated Future Land Use Plan can be used as an engineering aid to predict future water demand, sewer demand, traffic flows, and other impact fee qualified municipal services.

Floodplain Management Studies and Accompanying Stormwater Management Ordinances

Floodplain area protection and enhancement, including use for active and passive recreational activities as well as environmental protection, are essential components of the Fairview Comprehensive Plan. A floodplain management study (where applicable) and accompanying ordinance could provide Fairview with a program that will aid in ensuring the safety of residents and businesses living and working in proximity to identified floodplain areas, as well as provide direction for the orderly development of flood fringe areas and aid in the identification and preservation of important environmental resources within the community's floodplains.

Master Water and Wastewater Systems Plan

Municipalities should have a master water and wastewater systems plan for improvements that will provide the adequacy and reliability necessary for serving the projected growth within the planning area. The future land uses, including type, density, configuration, and location identified by the Comprehensive Plan should provide the basis for all land use considerations in this engineering systems study.

Master Thoroughfare Systems Plan

Fairview has a Master Thoroughfare Plan that is heavily influenced by the Future Land Use Plan in this Comprehensive Plan as well as surrounding region-

al thoroughfare systems in neighboring municipalities and counties. According to state law, roadway impact fees can only be collected for roads listed on the Master Thoroughfare Plan. Rights-of-way for thoroughfares should be acquired well in advance (when feasible) of the actual roadway improvements for lower cost and less impact to existing development. Much of private development along thoroughfares can be required to donate the ultimate rights-of-way at substantial savings to the taxpayers if identified early in the thoroughfare plan. Finally, the Fairview Master Thoroughfare Plan is the most important regional transportation tool that the town can use to integrate and influence regional thoroughfare systems in the area.

Coordination with School Districts within the Planning Area

It is important for coordination to occur between the McKinney, Allen, and Lovejoy Independent School Districts and Fairview during the preparation and implementation of the Fairview Comprehensive Plan. This is necessary, and was done so that the plan can aid in realistically reflecting the physical needs of schools, such as sites by types of school, size and location of site(s), and potential timing of construction based on population, location, and density. Such coordination will also aid in joint school-park programs: (a) this can aid in optimizing joint use of contiguous schools and parks, and (b) this will also increase use potential and can reduce public costs (e.g. parking) through more efficient use of both kinds of sites.



Special Area Studies

The Fairview Comprehensive Plan makes recommendations regarding the general physical development of the entire town. However, certain areas may require more detailed study, which goes beyond the scope of this plan. Such special area studies could evaluate, for example, unique neighborhood problems or opportunities, detailed commercial development elements, specialized corridor issues or opportunities, transition areas, targeted area plans, or other particular planning and/or zoning issues facing certain areas within the community. Here, again, the Fairview Comprehensive Plan can provide a physical framework for development of these more detailed studies, and further, provide a broader context by which to evaluate the recommendations for special area studies.

Annexation Program

As part of Fairview's Comprehensive Planning program, the ultimate planning area is comprised of land within the current town limits, and the ETJ. To obtain and protect these areas, Fairview has undertaken a Comprehensive Annexation Program (adopted October, 2004), to be implemented over a period of several years, that will ultimately bring all of the planning area within Fairview's jurisdiction. This will allow implementation of Fairview's Future Land Use Plan through the application of zoning districts and subdivision regulations. This process also aids in defining a planning area that is responsive to logical urban form.

Consistent Administration of the Plan

It is important that public officials, decision-makers, town staff, public and private development interests, citizens, and special interest groups be committed to work toward the consistent, equitable, and coordinated application and administration of the policies and recommendations in the Fairview Comprehensive Plan. Whenever feasible, town staff and town officials should instigate continued coordinated efforts to implement all phases of the plan.

Park Dedication Ordinance

Fairview has implemented a Park Dedication Ordinance as a systematic means of acquiring land and/or fees in lieu of land in conjunction with the development review process. This ordinance is linked to the Master Park Plan component of the Fairview Comprehensive Plan.

Public/Private Partnerships

Increasingly across the nation, partnerships have been established between the public and private sectors. Efficiently programmed and managed, they can be cost and time effective for both sectors. Such partnerships can address a variety of development activities or single projects. This process has been addressed by the Fairview Economic Development Corporation (Fairview Community Development Corporation).

Intergovernmental Coordination

As the municipalities surrounding Fair-

view typically continue to grow and/or redevelop, it is important that continual coordination occur with surrounding municipalities, to aid in ensuring compatible land use and zoning at the boundaries of nearby or contiguous communities. This process should also be coordinated with Collin County planning, the North Central Texas Council of Governments (NCTCOG), and Texas Department of Transportation (TxDOT) programs. Intergovernmental coordination will become more important as Fairview, its surrounding municipalities, and the region continue to grow.

Fiscal Impact Analysis in Conjunction with the Comprehensive Plan

Fiscal impact analysis addresses the anticipated fiscal impact of major new developments and aids in determining costs to be borne by the town, as well as revenue gains generated by new development. Fiscal impact analysis is a direct reflection of the Fairview town council's long-term commitment to ensure quality and self-sustaining economic growth for the benefit of all residents.

A fiscal impact analysis for the Comprehensive Plan can encompass the entire land area of the town that is envisioned to develop over the time period covered by the plan. Any current fiscal year budget can serve as the base for revenue and expenditure data. This data is applied to various existing measures within the community to estimate unit costs for each type of service. An oversimplified example would be to divide the total cost of providing public safety services by the population in order to arrive at a unit

rate per capita for the provision of police and fire protection for each citizen. This unit rate is then applied to the forecast population trends for the entire planning period to estimate the future cost of providing the service, in addition to projecting staffing and facility needs. All dollar values in the fiscal impact analysis are typically reflected as constant to dollars excluding the effects of annual inflation. The fiscal impact analysis is meant to be a fiscal decision-making aid to the overall process of community development and is not intended to be regulatory in nature. Although it can be an integral component of the comprehensive plan, the fiscal impact analysis may be a separate document from the plan.

Other Implementation Tools

Fairview may utilize other mechanisms that aid in implementing the Comprehensive Planning program. Implementation techniques should be periodically evaluated to ensure that they are providing the required on-going support to the planning program. By these methods, therefore, the Fairview Comprehensive Plan will not be "gathering dust on the shelf."



Alternative Scenario Discussions

– The options or alternative that were developed during the two-day town design workshop to solicit input from the community/ citizens regarding land use and transportation choices that Fairview could select.

Capital Improvement Program (CIP)

– Public dollars earmarked for improvement and extension of infrastructure in Fairview.

CIP – See Capital Improvement Program.

Collector Streets – The street’s primary function is to collect and distribute traffic from local access streets to the arterial or major streets. Collector streets move moderate amounts of traffic volumes and provide limited access to adjacent properties.

Community Park – A community park serves multiple neighborhoods and provides many of the same facilities as neighborhood parks, and may include additional fields and facilities.

Community Vision – The comprehensive aspects of the community’s desires.

Comprehensive Plan – A document with graphics, text, and tables that forms policies governing the future development of the town and consisting of various components governing specific geographic areas, functions, and services of the town. This document is established with the input of citizens, property owners, town staff, and elected / appointed

town officials.

Comprehensive Plan Elements – The specific components of the comprehensive plan. These elements combine to create the over all a plan. Elements include items such as land use, transportation, and parks and recreation.

Consolidated Metropolitan Statistical Area (CMSA) – An interconnected metropolitan complex with one million or more population containing two or more primary metropolitan statistical areas (PMSAs). The United States Office of Management and Budget has defined such geographic areas for use by federal statistical agencies.

Dallas Area Rapid Transit (DART) – A regional transit agency made up of thirteen member cities, including Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. DART builds, establishes, and operates a transportation system through of bus and rail service as well as high-occupancy vehicle lanes.

Dallas-Fort Worth Consolidated Metropolitan Area (CMSA) – The combined Dallas Primary Metropolitan Statistical Area and Fort Worth-Arlington Primary Metropolitan Statistical Area.

Dallas Primary Metropolitan Statistical Area (PMSA) – The counties of Collin, Dallas, Denton, Ellis, Henderson, Hunt, Kaufman, and Rockwall Counties.

DART – See Dallas Area Rapid Transit.



Design Guidelines – Formal set of guidelines for use by developers. Guidelines set out character and quality levels.

Design Standards – Formal set of standards for development that require certain development character and quality levels for the built and natural environment.

Dunkin Sims Stoffels, Inc. – Texas consulting firm that specializes in landscape architecture and park planning.

ETJ – See extra-territorial jurisdiction.

Extra-territorial jurisdiction (ETJ) – An area of unincorporated County land immediately adjacent to an incorporated city or town. In Texas, the town may exercise certain development powers (subdivision regulations), but not zoning.

Federal Emergency Management Agency (FEMA) – A federal government agency that provides a single point of accountability for all federal activities related to disaster mitigation and emergency preparedness, response, and recovery; FEMA is responsible for the platting and mapping of the flood zones within the United States and also administers the National Flood Insurance Program.

FEMA – See Federal Emergency Management Agency.

Floodplain – An area of land subject to inundation by a 100-year frequency flood, as shown on the floodplain map from the Federal Emergency Management Agency (FEMA).

Fort Worth-Arlington Primary Metropolitan Statistical Area (PMSA) – Hood, Johnson, Parker, and Tarrant Counties.

Freeway – Major roadways carrying large volumes of traffic usually on limited-access roadways. These roadways are intended to convey vehicles for longer distances (city to city, regionally, and beyond). Freeways are the jurisdiction of regional, State, and federal agencies.

Future Land Use Plan – The graphic document that illustrates the generalized location of future land uses. This graphic document is supported by a complete section in the comprehensive plan that defines and highlights in detail the graphic document. This plan covers land in the town limits and land with Fairview's ETJ.

Gateway – An entry design at major and minor entrances to the town usually located along roadways.

Highway – Major roadways carrying large volumes of traffic either on limited-access roadways or unlimited-access roadways. These roadways are intended to convey vehicles for longer distances (city to city, regionally, and beyond). Highways tend to be the jurisdiction of regional, State, and federal agencies.

HNTB – Texas and national consultant firm that specializes in community planning, engineering, and architecture.

Independent School District (ISD) – A public authority that is not part of another government entity such as a town, city, or a county.

government entity such as a town, city, or a county.

Institutional – A land use category that includes public facilities, such as administrative buildings, libraries, fire stations, schools, colleges, hospitals, meeting halls, and religious centers. Public facilities for parks and recreation usually are separated out for parks and open space.

ISD – See Independent School District.

Level of Service – Describes a range of operating conditions measured for a particular activity. For example, roads within the community are designed to meet specified goals regarding mobility, connectivity, and regional planning and land use development. Level of Service is a measure used to describe street standards necessary to address the role of the street. It also acts as an indicator of the relative level of traffic congestion on a roadway, ranked from “A” (best) to “F” (worst).

Light Rail Transit – A form of multi-passenger commuting on railroad tracks that utilizes electrically powered rail cars, as opposed to self contained diesel engines.

Mixed Use – A compatible mix of residential and non-residential uses allowed on the same property, or within the same structure. Horizontally mixed-use developments may include any combination of office, retail and residential uses sited adjacent to one another within the same structure or within adjacent structures, on the same property. Vertically mixed

use developments may include any combination of office, retail and residential uses sited above or below one another within the same structure.

Mobility – The efficient movement of people and goods.

Multi-Family Residential – Attached dwelling units designed to be occupied by three or more families living independently of one another, exclusive of boarding houses, hotels, or motels.

National Flood Insurance Program – A program backed by the United States government to provide flood insurance for fixed property.

Neighborhood Streets – Local streets providing access to residential lots and building sites intended for low volume and low speed traffic movement.

NCTCOG – See North Central Texas Council of Governments.

North Central Texas Council of Governments (NCTCOG) – A voluntary association established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. The NCTCOG covers a 16-county region including Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise Counties.

Office – Office uses include multi-tenant lease spaces and single occupant buildings that house professional businesses.



Overlay Zone – Designated area superimposed on one or more existing zoning districts; designed to protect or enhance an area’s special qualities; governmental review of all developments, with the power to approve design according to standards contained in the ordinance or in a district plan or design guidelines.

Parks and Open Space – Areas reserved for active and/or passive recreation, provided either by the town or by private development.

Parkway – A broad road either landscaped or taking advantage of local natural features that provides scenic views to passing travelers.

PDD – See Planned Development District.

Planned Development District (PDD) – Planned associations of uses developed as integral land use units that may be planned, developed or operated or integral land use units either by a single owner or a combination of owners.

Planning Process – The process used to develop a document, plan, or policy.

Planning and Zoning Commission – An appointed group of individuals that work together to review proposals and act on items for the town. Decisions by the commission move ahead to town council.

Primary Metropolitan Statistical Area (PMSA) – A geographic area with one million or more population that can be either one large urbanized county or a

cluster of counties having a strong economic and social links to a large urbanized county that meets requirements defined by the United States Office of Management and Budget.

Retail – Retail uses include stores, restaurants, service businesses (banks, salons, etc.), and business-to-business companies.

Right-of-Way (ROW) – Land provide for the purposed of vehicular access.

ROW – See Right-of-Way.

Single Family Residential – A detached dwelling unit designed to be occupied by not more than one family.

Slope – The percentage of rise or fall of land in its natural undisturbed state.

Stakeholders – Citizens that represent a cross section of the community.

Street – Any dedicated public thoroughfare which affords the principal means of access to abutting property for automobiles.

Street Intersection – Any street which joins another street at an angle, whether or not it crosses the other.

Street Median – The non-pavement or pavement area between the moving traffic lanes of a street, typically the area for landscaping.

Thoroughfare, Major – Major thoroughfares are the largest local roadways and carry vehicles within and through the



town. They are intended to funnel traffic from minor thoroughfares and collector streets to highways, or to other major thoroughfares, and generally serve long trip lengths.

Thoroughfare, Minor – Minor thoroughfares are slightly smaller than major thoroughfares and are intended to convey traffic from neighborhoods and collector streets to major thoroughfares, and generally serve moderate trip-lengths.

Take Area – The physical linear or metric area of the property buffering around a large body of water owned by a government entity for the rise and fall of lake levels.

Texas Department of Transportation (TxDOT) – A State agency providing technical assistance to counties primarily responsible for transportation policy and planning, and facility design, construction, maintenance, and operation for state transportation facilities including roads, bridges, waterways, and to a lesser degree airports.

Texas Workforce Commission – A state government agency charged with overseeing and providing workforce development services to employers and job seekers.

Town Council – The governing body of the Town of Fairview, Texas.

Townhouse Residential – Vertical attached dwelling unit designed to be occupied by not more than one family.

use analysis units of the travel demand forecasting model, TSZ's can vary in size from a city block in highly urbanized downtown areas to several miles in the rural periphery. The zone structure consist of combinations of either census blocks or block groups, while the land use structure within each zone maintains a homogeneity in terms of type, intensity, and location. The data is used to estimate the number of trips that a typical household or business employee will produce and attract from / to each TSZ.

TSZ – See Traffic Survey Zones.

TxDOT – See Texas Department of Transportation.

Utilities – Services provided by public and private agencies that support development. Utility services include water, sanitary sewer, storm drainage, electrical, natural gas, telephone and telecommunications, and other similar services.

Zoning District – The districts established in the zoning ordinance of the town.

Zoning District Map – An integral part of the zoning ordinance, the zoning district map serves as the official map upon which the boundaries of the various zoning districts are drawn.

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Parks Programs

General Fund

This source of funding is supported by ad valorem tax revenues and is generally the primary source of funds for maintenance and operation of the existing park system. The general fund is also the source for projects requiring smaller amounts of capital investment. Although projects funded by this source make a small annual contribution to the expansion of the park system, analysis over a number of years usually reflects a major accomplishment in improvements to the park system.

Bonds

Bonds are generally the most common source used by cities for the purchase of land and for providing development monies. There are two types of bonds which are used for parks, both of which must be approved by referendum.

General Obligation Bond

The General Obligation Bond is amortized using ad valorem taxes and is used for the funding of capital projects which are not supported by a revenue source. These projects include water service, sanitary sewer service, and park acquisition and development. The availability of bonding for parks is often dependent upon the overall municipal needs financed by this source. Capital items such as purchase of land and physical improvements with a useable life expectancy of 15 to 20 years can be funded with general obligation bonds.

Revenue Bonds

Revenue bonds finance projects which

produce enough revenue to retire their debt, such as, golf course and enterprise oriented park projects.

Private Donations

This source of financial assistance would usually come from a citizen, organization, or business which has an interest in assisting with the development of the park system. Land dedication is not an uncommon occurrence when property is being developed. The location of a neighborhood park within a residential development offers additional value to residential units within that neighborhood, especially if the residential development is occupied by younger families with children.

Private donations may also be received in the form of funds, facilities, recreation equipment, art or in-kind services. Donations from local and regional businesses as sponsors for events or facilities should be pursued. A Parks Improvement Trust Fund may be set up to manage donations by service organizations, benevolent citizens, willed estates and other donated sources. The purpose of this trust is to establish a permanent source of principle value that will increase as donations occur. The principal can not be decreased; however, the annual interest can be used for park development.

Parkland Dedication Ordinance

The Town presently has a park land dedication ordinance in place. The Town should review this ordinance to ensure the fees are adequate to address park land acquisition and development.



Sales Tax Option

The passage of Senate Bill 376 in 1992 gave cities an economic development tool which provided a sales tax that could be levied for park and recreation purposes.

Under S.B. 376, a corporation separate from the Town must be created to manage the sales tax funds. The corporation's board of directors must have seven members, appointed by the Town Council. At least three of the directors must not be employees or elected officials of the Town. The corporation then manages the revenue from the sales tax for parks and recreation improvements.

The 4B sales tax is generally one percent of the sales tax generated in the Town. The division of the one percent is at Town discretion. The 4B sales tax can be used for new park improvements, existing park improvements, repair of existing park facilities, land purchase and park maintenance and reduction of the property tax one quarter of the one percent in Fairview is used for this purpose.

Grant-In-Aid Programs

Grant programs provide funding assistance for various aspects of parks and recreational facilities. The grant-in-aid programs are usually matched programs, meaning the grant matches municipal funds or services at a prescribed ratio, usually ranging from 50/50 to 80/20.

Texas Recreation and Parks Account (TRPA) Program

Texas Local Parks, Recreation and Open Space Fund is administered by

the Texas Parks and Wildlife Department (TPWD). The TPWD program allows a Town to request matching funds for both the acquisition and construction of park facilities. Currently, funds are available on a fifty percent (50%) cost share basis, the maximum amount a grant request can be for is \$500,000. The grant is secured through submission of an application which follows a standard format for applicants. All applications received are ranked on a point system which is designed to evaluate the need for the purchase or construction being requested. Funds are distributed among the applicants having the greater number of points until all allocated funds are expended. Applications to TPWD can be made semi-annually with a six-month waiting period following the submission date before the successful applications are notified. The number of applications a Town may submit at any given time is based on past performance on grants and TPWD evaluation criteria.

This funding source is used by many communities. The competitiveness of the program generally allows cities having bona fide park needs to prevail in obtaining funds.

The Landscape Cost Sharing Program
The Landscape Cost Sharing Program administered by the Texas Department of Transportation. Fifty percent (50%) cost sharing support is available for both highway and pedestrian landscape projects on routes within the designated permanent state highway system. Improvements to State Highway 5 and Stacey Road should be reviewed.



Urban and Community Forest Challenge Grant

Matching grants are available on a 50/50 cost share basis from the Texas Department of Forestry. A variety of projects including: program development, beautification and staffing and training workshops are considered. These are relatively small grants of \$5,000 to \$10,000.

Transportation Equity Act for the 21st Century (TEA-21)

Approved in June 9, 1998, this Act made three billion dollars available to state and local agencies. Funds will be available for "transportation enhancement" projects including, bicycle and pedestrian facilities, trails, rails-to-trails, historic preservation and similar projects.

Maintenance Fees and Non-Resident Fees

These fees are collected from users, and are used to offset the cost associated with the maintenance of the parks. Non-residents may be charged a fee for the use of Fairview facilities which is used to offset the cost associated with the programs. This decision should be reviewed with Town staff and the sports leagues.

Public Improvements District (P.I.D.)

When authorized by Town Council in compliance with state laws, new developments can establish a Public Improvement District (P.I.D.). As a taxing district, the P.I.D. provides funds specifically for the operation and maintenance of public facilities such as parks and major boulevards.

Tax Increment Financing District (T.I.F.)

A T.I.F. is a tool used by local government to finance public improvements in a defined area as approved by the Town Council. When an area is designated a T.I.F. district the tax base is frozen at the current level. As development occurs within the T.I.F., the increased value of property, the tax increment is captured. The tax increments are posted to a separate fund to finance public improvements' within the district.